Prins Hendrik de Zeevaarder

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Dedicated to the residents, staff, and regents of the Prins Hendrik Foundation at Egmond aan Zee

Foreword

Paleis Soestdijk, October 7, 1975. For a hundred years the Prins Hendrik Foundation has fulfilled its task for the benefit of the Dutch seaman. When we survey that period, it strikes us above all that the concept the founders envisioned a century ago is by no means outdated yet. It is entirely in keeping with contemporary views on care for the elderly to offer those who have gone to sea the opportunity to spend the final period of their lives in an

environment they experience as “their own,” because it closely matches the surroundings in which they previously lived and worked. It is equally striking, however, that while the foundation of the work of the Foundation remained the same, it has always kept up with the times wherever necessary. Under such circumstances it is meaningful to celebrate a centennial, and it gives me great pleasure to wish the board, staff, and residents of the Foundation congratulations on this jubilee. In doing so I wish to express my appreciation that

the board has seized this opportunity to draw the attention of the Dutch public to the figure of the man after whom the Foundation is named, and whose early development it followed and promoted with such warm interest. I value this initiative especially because I believe that Prins Hendrik

“the Navigator” can still be an inspiring figure for the Dutch people of today, in particular through his efforts to promote national prosperity and his willingness to take risks and make sacrifices in doing so. I wish this book fair winds. Bernhard

Prince of the Netherlands.

- Introduction and Acknowledgements “Le Prince éclairé dont on rencontre la généreuse initiative partout où il y a un progrès à réaliser.” If the reader of this book concludes that King Leopold II of Belgium rightly described Prins Hendrik in such terms, then

the compilers have achieved their goal. They send their work out into the world confident that this will indeed be the case. This does not mean, however, that they pretend to have produced “the definitive book” on Prins Hendrik. Perhaps this collection could have been presented as such if, as was

originally intended, authors more competent than the undersigned had shed light on subjects such as the

Prince’s relationship with the Dutch merchant marine and the – very important – role the Prince played in the history of social welfare in our country. Although that idea could not be realized, the compilers nevertheless believe they have made a contribution

to the existing literature on Prins Hendrik that is of value to those who wish to delve into his person and work, because it presents a number of new data and because, as far as we know for the first time, it also offers a “visual narrative” of his life.

The iconographic data were collected by Mrs. Drs. Pauline Mörzer Bruyns-de Haan, who also selected the illustrations. The contribution on Prins Hendrik and Luxembourg was written by Dr. Gilbert Trausch, librarian of the National Library of the Grand Duchy. Drs. L. M. Akveld, research associate of the Maritime Museum “Prins Hendrik” in Rotterdam, is the author of the contribution on Prins Hendrik and water sports. The undersigned is responsible for the remaining contributions and the bibliography.

That new data are published here is primarily the result of the graciousness of Her Majesty

the Queen, who granted permission to consult the personal archive of Prins Hendrik, which is held in the Royal House Archive. We respectfully offer Her our thanks for this. Our thanks also go to Colonel of the Marechaussee (ret.) L. van Dorp, adjutant in extraordinary service and chamberlain to Her Majesty, director of the Royal House Archive, and his staff, Messrs. A. F. Ubels Sr. and Jr. Their help and especially their advice were of great value to us. Mr. Ubels Jr. has furthermore placed us greatly in his debt by compiling the genealogical

tables. We likewise thank the directors of various museums who permitted works from their collections to be reproduced in this book, Vice-Admiral B. Veldkamp, who gave the undersigned the opportunity to undertake the editorship together with Mrs. Mörzer Bruyns, and Miss Gerrie Lindenburg and Mr. F. E. Breitenstein of A. J. G. Strengholt’s Boeken, Anno 1928, b.v., whose optimism and patience we have greatly admired. Finally we express our gratitude to the Board

of Regents of the Prins Hendrik Foundation, in particular its chairman, Jonkheer H. de Jonge van Ellemeet, and the director of the Foundation, Mr. F. Zick, who not only took the initiative for this publication but also contributed substantially to its realization. Willemsoord, June 1975, on behalf of the compilers, Ph. M. Bosscher

In Search of the Man Prince Hendrik A First Exploration

The now almost forgotten protagonist of this book — many Dutch people, after all, when they hear the name Prins Hendrik think exclusively of the husband of Queen Wilhelmina, while they know a “Hendrik de Zeevaarder” only from the history of Portugal — was in his time a figure known also beyond the borders of the Kingdom and the Grand Duchy, and popular in wide circles. At that time — at least in the period immediately

following his death — a fair amount was published about him. Most of these publications, however, are by authors who proceeded more as eulogists than as historians. The result of their work is interesting as a cultural phenomenon, but has only very relative value as a “description” of the man we would like to get to know. The Prince’s personal archive, kept in The Hague,[1] is rich in data concerning the composition and management of his fortune and the organization of his household,

but it contains relatively little that offers direct insight into the character of Prins Hendrik, into the way he dealt with his fellow men, into his reactions to what went on around him, within his family circle, at Court, and beyond.

Thus it is by no means simple to form a picture of the man Prins Hendrik. It must be assembled like a mosaic — from fragments drawn from the biographical literature about him that one may assume rise above the stereotypical hagiographic and cliché-ridden, from what has been preserved as his legacy and often, more or less by accident, gives a taste of his personality. If this picture is not to remain too vague, one must also investigate whether there might be other sources that, although they mostly concern Prins Hendrik only indirectly, can help us to sharpen it. The following is a first attempt to achieve a useful result according to the method just outlined. May it therefore be regarded with a certain leniency.

The reconstruction of the Prince’s outward appearance presents few problems, particularly after the conclusion of his active naval career. For that we have at our disposal a fairly large number of descriptions by people who met him personally — and sometimes frequently — and several dozen portraits, including various photographs. They all depict him as a man of slender, even slight, stature, not tall

of build, with rather deep-set blue eyes, a high forehead (which was accentuated even further when around 1850 the first signs of baldness began to appear) and dark, later graying hair. Not long before his first marriage was concluded, he began to grow a mustache and sideburns, a fashion he maintained until his death. One portrait in particular, the large painting by Nicolaas Pieneman from 1848 that hangs in the Waterloo Room at Paleis Soestdijk, suggests a clear resemblance to his father. Almost all

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[1] Many documents originating from Prince Hendrik ended up in the Grand Ducal archive in Weimar (kind communication from Mr. A. F. Ubels Sr.).

depictions, including the childhood portraits, show him with a serious, but certainly not unfriendly, facial expression.

One might therefore speak of an appearance that was decidedly not unsympathetic, but hardly imposing. The “Mais, c’est un Roi!” that a Frenchman once let out when he met Willem III would surely never have been uttered upon the appearance of his younger brother. What is recorded about his manner of comportment makes it also difficult to imagine Prins Hendrik in the role that his royal brother so enjoyed and sometimes performed with

striking success: that of the dominating central figure at a gala ball or a troops review. Hofdijk writes of Prins Hendrik that he had “something introverted” about him; Witkamp and Kalff mention his “calm and pensive appearance,” his “measured bearing and gait,” and they furthermore agree that he certainly could not be qualified as a brilliant speaker. Yet people who were confronted with him

often came away deeply impressed by his personality. The situation, however, had to offer the possibility of more than superficial contact, of a conversation that rose

above the usual level of occasional small talk. In this respect, the account of F. J. Loudin forms an interesting testimony, which we reproduce here in the version found in Hofdijk’s biography of Prins Hendrik. Loudin belonged to the “Jubilee Singers,” the choir of former slaves that from 1871 gave concert tours for the benefit of Fisk University in Nashville. In 1877 they visited the Netherlands, where in February of that year they gave a concert in The Hague at the home of the Van Wassenaer van Catwijck family. Among the considerable company that had gathered there

was, among others, Queen Sophie, who had taken a seat on a sofa together with the hostess and Prins Alexander. “At the end of the sofa,” according to Loudin, “sat a man with gray hair, thin sideburns and long mustaches, slender and lean, high of forehead, with a very intelligent and masculine expression and eyes that noticed everything. He wore many orders and decorations, and although he had nothing

of that domineering quality in his appearance that one mistakenly considers characteristic of a nobleman, one could see

The Dutch royal family around 1827. From left to right: Prins Alexander, the Prins and Prinses of Orange (the later King Willem II and Queen Anna Paulowna), Prinses Sophie, Hereditary Prince Willem, Queen Wilhelmina, King Willem I, Prins Hendrik,

Prinses Marianne, Prinses Louise, and Prins Frederik.

Lithograph by Linati.

Prins Hendrik in 1827. Watercolor by Wagemans.

that he was of high station." He followed the concert very attentively, often nodding approvingly and repeatedly expressing his enthusiasm to the people near him about the quality of what was being performed. When there was a pause, the American ambassador introduced the singers to the royal persons present. Loudin then realized that the man at the end of the sofa was Prins Hendrik. "He was very friendly and asked so many questions that one might have taken him for an American. He declared that he had rarely or never heard such a blending of voices and such lovely sweetness. He also asked whether I had known the negro Ira Aldridge, who rendered Shakespeare so well (i.e., interpreted him); he had often admired him. He inquired into the condition of the negroes in

America, whose rapid progress since their emancipation, despite all opposition, amazed him. Above all he wished to know the religious direction of our people, and declared: 'I cannot imagine that any of you were ever slaves, bought and sold: but thank God! — it is over!'"

Thus far Loudin's description is exceptional in that we here encounter a Prins Hendrik who has little of the "calm and pensive" quality that so many observers noticed.

The Prince was a lover of music[2] and the performance of the American singers had evidently moved him so deeply that he had, as it were, shaken off his usual reserve. It happened more often, moreover, that he would "loosen up" in a large company, as is recorded elsewhere in this book — during the dinner offered to him by the participants of the international agricultural exhibition in Amsterdam, when he addressed his nephew Alexander with strongly emotionally charged words, as well as during the festive meal at the

opening of the steamship connection between Vlissingen and Queenborough. On the latter occasion, one of the speakers compared the opening of the new steamship line "to a marriage" and the festive ceremony "to the wedding" of the operating company and the steamship enterprise. And immediately Prins Hendrik expressed the wish "that this union, even after the honeymoon, might continue to yield happiness and prosperity" — an image that he developed so wittily, in words unfortunately not passed down to us,

that afterward "the cheers seemed never-ending."

"He … asked so many questions that one might have taken him for an American."

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[2] Already in his youth he regularly attended the concerts of The Hague's "Diligentia"; with regard to his involvement in cultural life. In Luxembourg, Arendt writes (Heinrich, Prinz der Niederlande, p. 23): "Besonders auf die Förderung der Musik verlegte er sein Augenmerk."

The three sons of the Prince of Orange (the later King Willem II) in 1825. From left to right: Willem, Hendrik, and Alexander. Miniature oil painting by Pasquier.

The family of the Prince of Orange in 1832. From left to right: Hereditary Prince Willem, Prins Alexander, the Prince and Princess of Orange, Prinses Sophie, and Prins Hendrik. In the background the princely country estate in Tervueren.

Oil painting by J. B. van der Hulst.

The inquisitiveness that speaks from these words was a very pronounced characteristic of Prins Hendrik. Where his interest was aroused, he wanted to be thoroughly informed. Only when that had happened did he arrive at a definitive judgment, for, as he himself once expressed it: “to judge something one must see it from beginning to end.” If that judgment turned out positive and concerned a matter for which his encouragement or support was sought, then such support was usually given quickly and, also characteristic of Prins Hendrik, often not exclusively in the form of verbal adhesion. One could therefore count on it that when he expressed his opinion about a person or a matter, it was always as solidly grounded as possible. There was another important reason why people gladly sought his opinion and listened to it attentively, although it was often “quite roundabout”

in its formulation and he sometimes, when engaged in an exposition, “needed a minute of silent deliberation to fix his eye to the visor again.”

On September 29, 1831, Prins Hendrik visits the citadel of Antwerp with his father, which was being besieged by Belgian and French troops. In the house of General Chassé, Miss Hortense de Boer offers a wreath of immortelles. Behind the young Prins Hendrik stand Prins Frederik and Prins Albert of Prussia. To the right of them the general.

Lithograph by F. B. Waanders.

The laying of the foundation stone for the locks of the Amsterdam Oosterdok, on June 10, 1830, by the 13-year-old Hereditary Prince Willem, accompanied by his brothers Alexander and Hendrik.

The mayor’s daughter of Amsterdam offers the Prince a leather apron and silver trowel, bearing the coat of arms of Amsterdam and the date, a mahogany mortar board and a brass plumb line, with which the opening ceremony will be performed. On the right the Amsterdam City Council, the committee for the IJ and Harbor Works. On the left the director of the City Water Works (C. W. M. Klijn) and the contractor (H. Wind).

Oil painting by H. W. Cramer. For one could rely on it that considerations of personal interest had generally had little or no influence on the formation of

his judgment. The Prince’s interests covered a broad area. He occupied himself more than superficially with culture, education, various forms of social work, and scientific research

(the latter especially in the geographical field: he regularly attended the meetings of the Netherlands Geographical Society, of which he had accepted the patronage at its founding in 1873, and was a very active chairman of the Netherlands African Committee, which aimed to generate interest in the exploration of the Congo Basin[3]). He showed deep interest in various forms of economic activity, in which he personally acted as financier or entrepreneur. In all those areas he was, as one would say today, actively engaged: when he had come to the conclusion that a particular endeavor deserved

his benevolent interest, he was — as we already wrote — usually not satisfied with giving only verbal support; he would then look for ways to participate. Where he served as chairman or president leading a particular action, he would often urge “above all not to keep the person of the chairman in view, but the interest of the cause.” We may state that he could say this without being insincere. When one studies his work, one must conclude that the majority of it was chiefly — if not exclusively — inspired

by a zeal for the public good, more particularly for the promotion of welfare and prosperity in the Netherlands and in the Grand Duchy. Other motives, and certainly considerations of self-interest and selfishness, were of minimal influence. Indeed, even his most spectacular work in the economic field — the campaign to bring the Dutch merchant marine “under steam” — one may say was driven by selfless patriotism.

When one sees what financial sacrifices he made,

Prins Hendrik and his brother Prins Alexander, around 1836.

Pastel by C. J. L. Portman.

Prins Hendrik and his little sister Prinses Sophie, 1834.

Oil painting by J. B. van der Hulst, who as a pendant to this painting portrayed Prins Alexander and Hereditary Prince Willem. one must arrive at this conclusion. Truly a child of his time, Prins Hendrik showed himself by attaching great importance to temporary or permanent exhibitions as means of spreading knowledge and stimulating trade and industry to take new paths. He often demonstrated this by participating

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[3] The campaign to explore the Congo basin, of which King Leopold II of Belgium was the great driving force, was initially strongly inspired by scientific and humanitarian motives (suppression of the slave trade). Only after Prince Hendrik’s death did the economic motive become completely dominant.

in the preparation of exhibitions and making donations

to museums, notably to the collections of the Royal Grand Ducal Institute in Luxembourg and the museum of the Rotterdam Yacht Club. The core of the collection of the latter institution consisted of “a remarkably important collection of ship models… paintings… drawings… and… books,” donated from the Prince’s private possession, thus making them accessible to a wider public.

Prins Hendrik as Lieutenant at Sea 2nd Class, 1836.

Oil painting by J. B. van der Hulst.

Through these activities he reminds us of his contemporary, Prince Albert of Saxe-Coburg-Gotha (1819-1861), the husband of Queen Victoria. The “Prince Consort” is, after all, primarily remembered as the promoter of the “Great Exhibition” of 1851, the impressive “symbol of the unity of science, invention and manufacture,” which Prins Hendrik also visited.

A parallel can also be drawn between the two Princes because of their serious interest in social work.

The similarity between them was not so great, however, that one can simply speak of two similar characters. In the biographies known to us, Prince Albert is consistently portrayed as a man whose character — at least after he reached adulthood — was characterized by an almost inhuman severity, whose demeanor was rarely enlivened by even a small spark of humor, someone who also had something coldly cerebral in his approach to the problems of his fellow men. He seems to have been rather helpless in the face of those problems when they could not be solved by organizational measures and he did not easily give, either of

himself or of his means. Prins Hendrik, in social intercourse, showed decidedly more evidence of a sense of humor. That was, in our impression, mainly the kind of somewhat contemplative humor that evokes a smile rather than a guffaw. A characteristic expression of it is the inscription that Prins Hendrik had placed on a watch intended for H. Prins, engineer on the Royal Yacht: “from Prins Hendrik to Hendrik Prins.” Prins Hendrik was also more sensitive and inventive when confronted with the problems of others, and he showed much more willingness — not to say the need — to help personally.

Thus he often sought and found a way to lend a hand himself and thereby bring an element of human warmth to the support offered. When a member of his Luxembourg household, originally from the Netherlands, fell seriously ill, he sent his own doctor. The doctor believed that for the patient’s complete recovery it was necessary that he return temporarily to the Netherlands. Thereupon the Prince arranged for an escort by one of his lackeys

and a first-class train compartment, while he instructed the customs not to disturb the patient. After arriving in The Hague, the man was brought by court coach to the Paleis Lange Voorhout to be nursed there further. A naval officer who had been declared unfit for further service on health grounds saw a new career opened up when the Prince appointed him steward of his estates in the Lage Vuursche area. Fräulein Volgstädt, the former lady's companion of Prinses Amalia, who thought she should return to Weimar when Prins Hendrik

was going to remarry, saw her request for dismissal rejected and was appointed Intendante at Paleis Soestdijk.

Many people who asked him for financial support were helped by Prins Hendrik with gifts and especially with — often interest-free — loans, sometimes to very large amounts: at his death, the claims arising from these transactions totaled over 400,000 guilders. That abuse was sometimes made of his trust is obvious; he tended to take that rather philosophically. On one occasion his comment was: "It is better that they disappoint me than

that I disappoint others." From the cash books of his administration it also appears that he took the care of several orphans upon himself, gave allowances to students,

Departure of Prinses Sophie from the Rotterdam naval yard for Weimar, October 15, 1842.

Behind the Princess is depicted Karel Alexander, Hereditary Grand Duke of Saxe-Weimar-Eisenach, to whom she had been married on October 8. To his left the Princes Willem, Alexander, and Hendrik. The Director-General of the Navy, Rear-Admiral J. C. Rijk, who had commanded HNLMS "De Zeeuw" during Prins Hendrik's first voyage to Russia, offers the Princess his cocked hat for her to write a farewell note to her parents on it. **Watercolor by W. H. Schmidt.**

RAFFI Hitel des at Hope

North side of the Korte Voorhout with in the middle the so-called House of Hope, which was bought by Prins Hendrik in 1845 from the estate of former minister Mr. J. G. Baron Verstolk van Soelen. It was built around 1760 to a design by Pieter de Swart for Anthonij Patras. In 1796 it was bought by Archibald Hope. After the death

of Prins Hendrik, Prinses Maria lived there until 1885 (Prinses Sophie inherited it in 1879). In 1896 Queen Emma bought this palace.

Colored lithograph by the Van Lier brothers.

made important gifts to, for example, the Red Cross, paid for the outfitting of a future naval officer, and enabled several young artists to complete their training abroad.

So we know more than enough to say that the Prince exerted himself to a great extent for his fellow men. We also know enough to say that he was inspired primarily by altruistic motives. Of other facets of his inner world, however, it is much more difficult to obtain a clear picture. Little is known about his political views. A few reports from 1849 and 1868 indicate that he was not a great admirer of Thorbecke (“One knows where one begins with him, but not where one ends with him”) and that he sympathized with the conservative direction. The choice of his two marriage partners may indicate that

he was less pro-French and fervently anti-Prussian than Willem III. He took his religious obligations very seriously and always behaved as a faithful member of the Dutch Reformed Church. In this he demonstrated a degree of tolerance that was relatively rare in his time and circle. To the Christian Reformed

Congregation in Zaandam he lent two thousand guilders interest-free for the construction of a new church. When in 1877 he visited Assen for an agricultural congress, he received the blessing of the local rabbi with uncovered head, while the rabbi, in accordance with ritual prescriptions, kept his head covered. Among the staff of his household there were many Roman Catholics, and it may also be noted in this connection that — like

Queen Sophie, incidentally — he subscribed to the political journal *Le Publiciste*, a publication of the militant Roman Catholic Count Fortuné Duchastel.

Genuinely interested in music, he did not rank among the great art collectors such as so many in his family. The most important purchase he probably ever made in the field of art concerned a collection of topographical images relating to the Province of Utrecht. He acquired this mainly for the documentation it contained about the surroundings of his beloved Soestdijk (about which he also had a historical study compiled and published). His further collecting activity likewise concerned

mainly objects that appealed to him through their documentary value or their character as curiosities. His book collection was important: the value of the library in the Paleis Lange Voorhout was estimated after his death at eight thousand guilders. Shortly after the death of Prins Hendrik, the *Rotterdamsch Nieuwsblad* wrote: “Of the domestic environment of the Prince we know little; about his domestic life little was said, almost never spoken.” Even now not much can be reported about this. What we do know points

The rear of Paleis Soestdijk, around 1845. Prince Willem III, the later King-Stadholder Willem III, was the first member of the House of Orange to own the country estate Soestdijk. He had the central section of the present main building constructed in 1674 to a design by Maurits Post. After the French period, the Soestdijk domain was given as a national tribute to the later King Willem II. At that time it was extensively remodeled and expanded to a design by Jan de Greef. In 1865 Prins Hendrik acquired Soestdijk from the estate of his mother. Anonymous watercolor.

Warren. The neo-Gothic chairs are upholstered with embroidery by Queen Anna Paulowna. to the fact that Prins Hendrik was very fond of the coziness and intimacy that life in a small circle of confidants can offer. The furnishings of his actual living quarters were burgherly-cozy (a perhaps revealing detail: in the inventory of his bedroom at Castle Berg we find, among other things, a cuckoo clock mentioned). He did maintain a princely state, however. The various

household departments were set up on a generous footing. There exists a list of domestic staff, presumably dating from the 1870s, which mentions no fewer than thirty names, including those of a house steward and a kitchen steward,[4] two silver keepers, and eight lackeys. In the stables of the Paleis Lange Voorhout at his death there were 13 horses and 22 carriages. The way he managed his large real estate holdings can also be called generous. Castle Berg, in Luxembourg, which he inherited from his father (who had bought it as private domain in 1843), underwent a thorough renovation that turned it into a charming example of romantic neo-Gothic.[5] A start was made on the consolidation of the castle ruins of Vianden.[6] New types of agricultural

[4] This was Louis Etienne Godefroy, who accompanied the Prince on many of his travels. He entered his service in 1842 as a cook, after having worked in that capacity between 1811 and 1830 for the Duc de Maillé, Lieutenant-General Baron Fagel, Dutch envoy in Paris, Prince Metternich and King Charles X, and subsequently for Mr. J. G. baron Verstolk van Soelen, Minister of Foreign Affairs (from whose estate Prince Hendrik purchased Paleis Lange Voorhout in 1845). II. The data concerning the administration of this property yielded by Prince Hendrik’s archive are rather sparse. The most complete concern the exploitation of Ewijckshoeve in the period 1876-1878. This closed twice with a deficit (of resp. fl. 4035 and fl. 1195), once — remarkably in 1878, when the great agricultural crisis began in the Netherlands — with a favorable balance of one thousand guilders.

[5] Because in the meantime — after castle Berg had come into the hands of the Walram line of the Nassaus — another very extensive renovation has been carried out, little or nothing can be seen of the result of the work carried out on the orders of Prince Hendrik.

[6] Paul van ’t Veer, Maar Majesteit!… De geheime dagboeken van Minister A. W. P. Weitzel, p. 53.

machinery were purchased, not least to stimulate others to modernize their operations.[7]

The entire revenue from the Soestdijk estate, which had come to him from the inheritance of Queen Anna Paulowna, was used again for the maintenance and beautification of this estate. His interest in horticulture and botany manifested itself here in the construction of several large greenhouses. The

intention was that eventually a botanical garden would arise containing flora from all parts of the world, which would then be opened to “studying youth.” Here too we believe we see an expression of the desire that, in our opinion, primarily directed Prins Hendrik’s activity: to manage what had been entrusted to him as a good steward, for the benefit of his fellow men.

It is for the reader to determine whether we have drawn that main line in his life sharply enough. We have good hope, however, that the judgment on this will be positive. On the other hand, one may perhaps feel that this sketch of Prins Hendrik’s person and work too much has the character of a eulogy. But let it be assumed that we have seriously tried to give an objective picture. Therefore, in conclusion, two facts that show Prins Hendrik in a somewhat less favorable light. Queen Anna Paulowna sometimes had to reprimand him openly for his lack of punctuality[8] and Weitzel[9] complains that Prins Hendrik “was wont to show the State Army a striking coldness, not to say contempt.” This seems to us worth mentioning mainly because the first cannot be considered typical for a naval officer, while the second — we write this with some shame — can.

View of the plant greenhouses of Soestdijk with the rose arbor on the left, 1865.

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[7] It is therefore not correct that, as E. O. M. van Nispen tot Sevenaer (Nederlandsche Kasteelen, p. 96) reports, restoration work on this old possession of the Nassaus was only carried out “after the ruin had become the property of the Grand Ducal family.”

[8] Prince Hendrik had, for example, a steam threshing machine installed at castle Berg during the harvest season, which other landowners could also use. An early example of his interest in new agricultural methods is a note he wrote on 15 August 1849 to L. count van Bylandt, President of the Commission for the Liquidation of the Estate of King Willem II. In it he reports on an “excursion aux domaines de Posen,” during which he had contact with the steward Kleine, whom he asked, among other things, “s’il avait entendu de l’usage qu’on fait de la lupine jaune comme engrais” (Prince Hendrik archive).

[9] J. J. Bouman in Spiegel der Historie, I, 2, 1966, p. 5.

“Faithful Beside the Throne” Happiness and Tragedy in the Life of Prins Hendrik

Prins Hendrik had a life that was in many respects happy.

He had the opportunity, under leadership that was both capable and devoted, to dedicate himself to a career that matched his aptitudes and in which he evidently felt at ease. After the conclusion of his active naval career he found, as Stadholder of Luxembourg, a new field of work that suited his abilities and ambitions, and at the same time offered him the opportunity to arrange his life according to his own taste and preference to a degree that only relatively few people are granted.

The pattern of his married life differs in a positive sense from what one observes with many other nineteenth-century monarchs. Before he became engaged at the end of 1852 to Amalia Maria da Gloria Augusta, Duchess of Saxe-Weimar-Eisenach, he had already had the opportunity to get to know her — and probably more than superficially: her father, Duke Bernhard, was a general in the Dutch army[10] and regularly resided with his family in The Hague, where he lived in a house on the Korte Voorhout, thus very close to the “House of Hope” bought by Prins Hendrik in 1845.

With the Royal Family, who were related to the Saxe-Weimars through various lines — Bernhard’s eldest brother had married a sister of Queen Anna Paulowna in 1804; the eldest son from this marriage married Hendrik’s sister Sophie in 1842 — a cordial and frequent contact existed. More important is that Hendrik’s first wife was an amiable and intelligent personality,[11] who shared many interests with her husband, and that we may assume that in the formation of their marriage — which was consecrated on May 19, 1853 in the Schlosskirche of

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[10] Duke Bernhard was recruited as an expert in the reconstruction of the Dutch land army shortly after the end of French rule. In 1825 he made a voyage to North America with H.M. instruction corvette “Pallas” (he would have liked to settle in the United States because he found no satisfaction in the existence of a peacetime army officer); after the outbreak of the Belgian uprising he served for some time as Stadholder of Luxembourg, while under the reign of King Willem II he acted for several years as commander-in-chief of the East Indian Army.

[11] Elise van Calcar wrote about her: “She was one of those excellent beings who bring peace and harmony everywhere, always seeking to unite what was separated or threatened to fall apart; she was a beneficent angel who soothed and reconciled and, like a true child of God, brought blessing into every circle where she appeared” (cited by J. J. Bouman, Op en om Oranje’s Troon, p. 144).

Weimar — no dynastic or financial reasons were decisive, but that it was a union

Prins Hendrik as Captain at Sea in 1840. Preliminary study in pencil by N. Pieneman for the painting of the inauguration of King Willem II.

The death chamber of King Willem II in Tilburg on March 17, 1849. Queen Anna Paulowna kneels down, while Prins Hendrik, moved, holds his handkerchief. Behind the King two doctors, on the left the valets, and on the right his adjutants.

Lithograph after H. F. C. ten Kate by E. Spanier. of love. It was also a marriage that, by the unanimous judgment of contemporaries, stood under the sign of harmony and fidelity.

As for the material circumstances under which Prins Hendrik lived, one can certainly use the English expression “he was born with a silver spoon in his mouth.” He hardly knew financial worries; during the last period of his life — certainly since the death of his mother

— he even had a multi-million guilder fortune. Yet the Prince’s life also had tragic aspects. We would not, however, consider as such the circumstance that — as could be read a few days after his death in the *Luxemburger Wort*[12] — he “could have been the ornament of a throne.” That claim is indeed more than a hollow phrase, as one so often encounters in obituaries. The chance seems indeed great that

Prins Hendrik, with his integrity of character, his serious interest in social, economic, and cultural matters, would have made a success of exercising the “métier de roi.”

The visit of the Tsarevich (the later Tsar Alexander II) to the Tsaar-Peterhuisje in Zaandam on April 17, 1839. Second and third from left: Prins Alexander and Prins Hendrik; in the center foreground Princess Anna Paulowna and Princess Louise; to the right of them

Prins Frederik, Hereditary Prince Willem (the later King Willem III), the Prince of Orange, and the Tsarevich. The Tsaar-Peterhuisje was given by King Willem I to his Russian daughter-in-law in 1818.

Oil painting by C. J. L. Portman.

Visit of King Willem II to the squadron in Vlissingen, commanded by his son, on June 13, 1843. On the left foreground the royal steam yacht “De Leeuw,” to the right of it the barge with the King on board, which sails around the

[12] Already in his youth he regularly attended the concerts of The Hague’s “Diligentia”; with regard to his involvement in cultural life. In Luxembourg, Arendt writes (Heinrich, Prinz der Niederlande, p. 23): “Besonders auf die Förderung der Musik verlegte er sein Augenmerk.”

flagship HNLMS “Rijn.” The “Rijn” lies at the end of a line, further formed by the frigates “Sambre” and “Jason” and the corvettes

“Lynx,” “Haai,” and “Pijl” (left in the background) and the paddle steamer “Bromo”

(right in the background). Oil painting by Th. Gudin.

However, when one sees how his brother, the later King Willem III, was raised and how — with not too brilliant a result — efforts were made to mold the presumed heir to the Crown both as a statesman and as a military man, one must conclude that Prins Hendrik, had he been Crown Prince, would have been able to develop to a much lesser extent as a naval officer. Even if he had been able to pursue a career with the navy — the chance is great that, in accordance with the tradition of the House of Orange, he would have been destined for the Army — then

that would probably have had a more or less “honorary” character. He would also probably not have been able to marry someone who suited him well, but who belonged to a younger branch of her family and brought no great fortune as a dowry.[13] Finally, he would, not standing beside the throne but himself invested with royal dignity, probably have had much less opportunity to determine his own lifestyle and certainly much less time to

The inauguration of King Willem III on May 12, 1849 in the Nieuwe Kerk. Lithograph by C. W. Mieling.

Commemorative medal, struck on the occasion of the marriage of Prins Hendrik and Prinses Amalia of Saxe-Weimar on May 19, 1853. Silver and bronze, by J. P. Menger.

19 (see illustration on previous page) Amalia Maria da Gloria Augusta, Duchess of Saxe-Weimar-Eisenach (1830-1872), depicted in 1852.

Watercolor by S. Diez.

King Willem III accepts the patronage of all longbow archers, June 27, 1849. On the steps of Paleis Het Loo the King, the Queen, and the young princes, and

Prins Hendrik. Watercolor by Ch. Rochussen. devote attention to all those matters in which he was personally interested.

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[13] Princess Amalia was the youngest of eight children. In the marriage contract signed on 9 May 1853 in Weimar it was stipulated that she would receive from her father a “trousseau convenable à son rang.” She would retain the administration and free disposal of her fortune and everything that would be added to it during the marriage. From her husband she would receive a pin money allowance of fl. 9600 per year, possibly to be increased to fl. 20,000, while the latter would bear all household expenses.

We do consider it tragic that Prinses Amalia died as early as 1872 and that both his marriage to her and the union with Prinses Maria of Prussia, whom he married half a year before his death, remained childless. Moreover, his position as a member of the Royal House brought him, besides the advantages just indicated, also tensions, frustrations, and grief.

Tensions existed in particular in the relationship between Prins Hendrik and his royal brother. The words of Willem III, spoken during the Alkmaar Relief Festival in October 1873: “What Count Louis was to the great William the Silent, that is Prins Hendrik to William the Third, a man of counsel and action,” would not suggest this. However,

that statement is certainly characteristic of the one who made it — someone once wrote of him not unjustly that he was “extravagant in his wrath, extravagant in his goodness” — as a characterization of the relationship between the two brothers it is

The reception of Prins Hendrik and Prinses Amalia at the station of the Hollandsche IJzeren Spoorweg Mij. in The Hague on June 21, 1853.

Lithograph by C. C. A. Last.

Prins Hendrik and Prinses Amalia passing the **Wagenplein during their entry into The Hague on June 21, 1853. Lithograph by C. C. A. Last.**

Prins Hendrik and Prinses Amalia on the balcony of the Paleis aan het Lange Voorhout on **June 21, 1853. Lithograph by C. C. A. Last.**

The Hofvijver illuminated on June 25, 1853. Lithograph by C. C. A. Last.

King Willem III, the Crown Prince, and Prins Hendrik are enthusiastically received in The Hague after their visit to the flood-stricken areas in Gelderland. Here the arrival at Paleis Noordeinde is depicted, with on the left the Gothic wing built by King Willem II of Paleis Kneuterdijk, on February 9, 1861.

Lithograph after E. Verveer by G. J. Bos. of dubious value. The historical parallel suggests that Prins Hendrik’s advice was of great significance to Willem III. However, hardly any other data are known to confirm this. It also gives the impression that there was contact “on a footing of equality.” The reality was very different. As may be known, King Willem III had great difficulty fitting into the system of parliamentary monarchy as it had been introduced shortly before his

inauguration in the Netherlands. Directly related to this is that he always vigorously defended his royal prerogatives — one is inclined to write: with an excess of force — and was constantly on guard against any encroachment on his position as Sovereign and as Head of the House of Orange. When he felt

this threatened, he reacted fiercely, with all the ardor of a fiery temperament, which has probably not unjustly been regarded as a legacy

of the Romanovs. He certainly made no exception for his family in this regard.

Prins Hendrik always behaved with pronounced loyalty toward the King and took pains to render him all the honor due to him. Indicative of his attitude in this respect seems to us the following passage in the proclamation with which he accepted the office of Stadholder of Luxembourg on November 6, 1850: “In sending Us among You, His Majesty wished only to bridge the distance that separates Him from Luxembourg. He wished always to be represented in your midst by another Self. Animated by His constant solicitude, it is His Sovereign authority

that We exercise among You.” This could not prevent him, however, from sometimes feeling the King’s “Russian” wrath because His Majesty considered him directly or indirectly involved in an alleged belittling or neglect of his person. Weitzel — who, though he viewed Willem III through very dark spectacles, but whose reliability in reporting facts need not generally be doubted — relates

A “bal costume” in Paleis Noordeinde on March 14, 1862. In the small ballroom, King Willem III and Queen Sophie are depicted in conversation with Prinses Amalia, and on the left Prinses Marie and Prins Hendrik. Watercolor by H. F. C. ten Kate.

“Funeral service held in the Greek Chapel” at the country estate Rustenburg (of the Queen Dowager) after the death of Queen Anna Paulowna, March 17, 1865.

Engraving by J. W. F. Kachel.

(i.e., Prins Hendrik) had promised a branch line of the Eastern Railway to Soestdijk while no one had yet thought of connecting the King’s country residence Het Loo with a railway in the same way.”

The King’s sensitivity regarding his position sometimes also gave rise to manifestations of jealousy toward his relatives, which could take very extreme and painful forms. After the funeral of Queen Sophie (June 20, 1877), Willem III gave a gala dinner for the foreign authorities who had attended the ceremony. Also invited was the President of the Luxembourg Chamber of Deputies, who had come to offer a condolence address. After the meal, he was told — again according to Weitzel — by His Majesty that he was “very perturbed”

that in that document the deceased Queen had been referred to as “Sovereign.” Only the King-Grand Duke was “Sovereign”! Then the King

expressed his displeasure at the homage that in Luxembourg had been paid to the memory

“The ceremony of laying the Memorial Stone by H.M. the King at the Zuiderzee Locks in Schellingwoude, April 29, 1870.” The opening of these locks, now called the Oranjesluizen, was attended by King Willem III, Queen Sophie, and Prins **Hendrik (depicted next to the canopy). Lithograph by Tresling & Co.**

The visit of Prins Hendrik to the shooting competition of the Rotterdam marksmen on September 2, 1871. Watercolor by Ch. Rochussen.

The royal family in 1873. Depicted are from left to right: Prins Hendrik, Prins Frederik, Prince Wilhelm von Wied (married to Prinses Marie, daughter of Prins Frederik), Prinses Marie with her little son Frederik, King Willem III, Queen Sophie, Prins

Alexander, and Crown Prince Willem. Lithograph by A. Canelle.

Tsar Alexander II of Russia pays a brief visit to his cousin, King Willem III, on May 12, 1874, on the occasion of his 25-year reign jubilee. At the Amsterdam Rhijnspoorweg Station, the Tsar is welcomed by the King, while Prins Hendrik, who had traveled to meet him as far as ’s-Hertogenbosch, steps out of the carriage. Engraving by Henri Havard.

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of “Prinses Hendrik” — as Prinses Amalia was often called. Prins Hendrik was nothing more in Luxembourg than the representative of his brother, and all the good that he did there was in fact done by this brother himself… “en les jupons ne comptaient pour rien.” By *les jupons*, an expression he repeatedly used, very loudly and with contempt, he meant the female members of his House. The President of the Chamber “did not remain calm either; he was heard to exclaim with great raising of his voice: ‘Sire, il s’agit d’une princesse que nous avons vénérée!’ and later: ‘Ma position est ici des plus difficiles et plus délicates’; then he was seen to make a bow

and depart.” From the same year 1877, correspondence has been preserved between Dr. Bruno Joannes Tideman, the founder of modern shipbuilding in our country, and Arie Smit, founder of the Koninklijke Maatschappij “De Schelde.” Tideman writes to Smit in April 1877 that he wishes to appeal to the King personally to obtain funds for the construction of a dry dock at Vlissingen,

13 June 1816

Prins Hendrik in a symbolic representation for the Associations of Netherlands East Indies Veterans, 1876. Watercolor and collage by W. Ganter.

Prinses Louisa Margaretha of Prussia and Prince Arthur, Duke of Connaught, third son of Queen Victoria of England, in 1878.

Photo of Maria Elisabeth Frederika, Princess of Prussia (1855-1888) around 1878, by Th. Schuhman & Sohn. and that he is speculating on His Majesty's envy of his brother's popularity, which was partly the result of all that Prins Hendrik had done for Dutch shipping. "According to Tideman's information, Willem III was looking for an opportunity to do something as well."

To have a proper picture of the relationship between Willem III and Prins Hendrik, one should also know that it was extremely rare for the King to openly show gratitude or appreciation toward his brother, as he did in Alkmaar in October 1873. Therefore it is all the more gratifying that the last gesture of Willem III toward Prins Hendrik, a week before the latter's death, was the courtly gesture of promoting him, on the occasion of the King's marriage to Prinses Emma of Waldeck-Pyrmont, to Admiral of the Fleet with the right to carry the marshal's baton of Willem

II. In the last years of Prins Hendrik's life, it was clear that the House of Orange was threatened with extinction in the male line: the Crown Prince refused to marry anyone other than the woman of his choice, who was deemed unacceptable as a marriage candidate by his father. Prins Alexander was very weak in health and, as was correctly assumed (as later proved), would not marry. There can be no doubt that this deeply affected Prins

Hendrik's feelings. Sometimes his emotion about it broke out, as during the dinner offered to him on May 4, 1877, by the participants of the international agricultural exhibition in Amsterdam, who had been received by him at

Soestdijk. In his table speech, the Prince addressed his nephew Alexander, who was also present, with the words: "I am no longer young, but I will keep going as long as my strength allows me. When I can no longer do so, I hope that you, Prins Alexander!, will continue my work, will follow in my footsteps."

The second marriage of Prins Hendrik must be seen primarily as an attempt to ensure the continuation of the House of Orange in the male line. As we have already noted, as such it did not succeed. Nonetheless it is no less significant as an expression of the seriousness with which Prins Hendrik heeded what he himself once defined as "the calling to stand faithfully beside the throne."

Welcoming of Prins Hendrik and Prinses Maria after their marriage in Potsdam at Paleis **Soestdijk, September 9, 1878. Anonymous engraving.**

HNLMS frigate “Rijn” at anchor in Grand Harbour, Malta, presumably during one of Prins Hendrik’s voyages. The ship is seen approximately from the present-day “Parlatoria Wharf.”

On the left La Valetta, on the right Sanglea. The watchtower on the right does not actually exist at this location. It does appear in many other places on Malta.

Oil painting by J. H. Koekoek.

“Hendrik de Zeevaarder”

Prins Hendrik and the Navy

Wishing to assign to Our beloved third grandson, Willem Frederik Hendrik, Prince of the Netherlands, on the occasion of his tenth birthday, a destination in which he may prepare himself to serve his Fatherland and to uphold its honor and independence together with the glory of Our House;

Having regard to the affection for the naval service displayed by Our aforementioned grandson and to the advantages that may flow from it for Our Navy and for the State by designating and training him from an early age for service at sea; Desiring thereby also to give to Our Navy a new proof of Our particular favor…” Thus the motivation of the Royal Decree of June 15,

1830, no. I, by which Prins Hendrik was appointed naval cadet first class — the formal beginning of his naval career. For examining that career, the text just quoted seems a good starting point.

First of all, it deserves our attention that the King — anyone somewhat familiar with the governing style of King Willem I will agree with us that certainly a Royal Decree such as this may be seen as a personal gesture by the Sovereign — used the verb “can” twice. Indeed: by this appointment he drew a heavy draft on the future, heavier than was and is normally the case with the appointment of a naval officer — even in

a time when candidates were generally younger than today. The Prince may have shown “affection for the naval service,” but he had not yet actually become acquainted with the sea and been able to demonstrate that he had practical aptitude for the profession of naval officer. Yet it may be said that even before his tenth birthday, part of the foundation for a career such as

Heusi depicts Prins Hendrik at age twelve in traveling costume. This pencil drawing, signed “Henri en voyage,” is presumably by Queen Anna Paulowna.

The bombardment of Algiers, August 27, 1816, by a combined British-Dutch fleet under the command of Vice-Admiral Lord Exmouth and Vice-Admiral Jonkheer Th. F. van Capellen. This action, the first major undertaking in which

the Dutch navy participated after the restoration of national independence, lasted from three in the afternoon until midnight. Oil painting by N. Bauer. the grandfather desired for his grandson. Whoever today enters the hall of the Royal Institute for the Navy

reads there — beneath a relief portrait of Prins Hendrik — the words: “Knowledge is power, character is more.”

And it was precisely on character formation that Prins Hendrik’s upbringing was very strongly focused from the very beginning.

His father had had a turbulent youth, in which the course of his education was largely determined by the rise and fall of the chances of the Dutch Oranjes to regain the position lost in 1795 — or to obtain compensation for that loss. As a result, there was little in the way of a consistent line in that upbringing process. It had, however, left the spontaneity and charm of the Hereditary Prince

(as the title of the later King Willem II read between 1806 and 1815) intact. But it had not made him a person with a strong will, well armed against the temptations of all kinds that someone of his position and disposition would often encounter.

Around 1823 he drew up guidelines for the upbringing

of his sons, together with Major Juste Thierry Baron de Constant Rebecque de Villars, whom he had shortly before — in consultation with King Willem I — appointed as their governor. The tenor of these was such that Bouman’s[1] assumption that they were very strongly inspired by the wish “to spare his children the faults and weaknesses that characterized his own lifestyle” has much plausibility.

“Make them feel as little as possible that wealth is an advantage, and accustom them to a very simple way of life,” said the father, who a few years earlier had gambled away three hundred thousand guilders at the Casino in Spa, and who as king would maintain a splendid state. He would also leave a very disorderly estate — but Willem, Alexander, and Hendrik had to note their personal expenses from an early age (in April 1829 they received pocket money for the first time, five guilders per month each, which amount for Prins Hendrik had risen to twenty guilders by 1836) “in little

notebooks”… The Crown Prince wanted “nothing more deeply impressed upon them than that, if they wished to be loved and respected, they must obtain this through virtue and ability, and their reading books were examined by himself to see whether they contained ideas about the privileges of birth and princely authority that might be seductive for youthful minds.”

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[1] J. J. Bouman in Spiegel der Historie, I, 2, 1966, p. 5.

One should not infer from the above that the children of the Crown Prince's household (which on April 8, 1824 was expanded with a daughter, the later Grand Duchess Sophie of Saxe-Weimar-Eisenach) grew up under an oppressive regime. They probably had more — and more informal — contact with their parents, especially their father, than almost all of their contemporary offspring of monarchs. Outings were often organized for their instruction or amusement, and when the family, as was often and long the case, stayed at Soestdijk or their country residence in Tervueren,

they could fully enjoy nature. However, it appeared — while De Constant Rebecque is described to us as a "good-natured mentor" — that Captain-Lieutenant at Sea P. Arriëns, who was appointed in 1830 to prepare Prins Hendrik for his task in the navy, was the man to pursue the line indicated by the Crown Prince of upbringing toward sobriety and duty very sharply. Pieter Arriëns was born in 1791 and entered the national naval service in 1802. Evidently he attracted favorable attention early on, for in 1813 we find him as adjutant

Rear-Admiral Pieter Arriëns, mentor of Prins Hendrik, in 1848.

Oil painting by N. Pieneman.

The passage of the corvette "Van Speyk" through the Oosterdok lock on May 5, 1832. At the opening ceremony, one day after the solemn funeral of Van Speyk, Prins Frederik, Prince Adelbert of Prussia, and the Princes Willem, Alexander, and Hendrik were present.

According to a newspaper of the time: "In front of the Van Speyk lay, with the fine music corps of the civic guard aboard, the new paddle boat that was to set it in motion by horse power…" Besides the paddle boat, the blockship "De Rupel" and the royal yacht

"De Leeuw" also took part. At the city inn the guests dispersed. The three young Princes made a trip through North Holland the following morning. At half past six they crossed the IJ and then visited Zaandam, Broek in Waterland, Purmerend, and Den Helder. Watercolor by H. G. ten Cate. of Rear-Admiral Ruysch. In 1816 we find him in the same function, now with the commander of the national squadron

in the Mediterranean Sea, Vice-Admiral Jonkheer Th. F. van Capellen. At his side he experienced the bombardment of Algiers on August 27, 1816 — the first major action of the Dutch navy after the restoration of national independence — and he was among those who after this action were decorated with the Military Order of William. Ten years later he resigned from active service; he still held the rank of Captain-Lieutenant at Sea at that time, to which he had been promoted by Van Capellen before the latter sent him to the King to report on

the successful chastisement of the Algerian pirates. It does not seem unlikely that he took his leave because after ten years he had grown tired of waiting for promotion — and that promotion had been withheld from him for so long because his promotion to Lieutenant Colonel had not been carried out according to regulations (Van Capellen had acted entirely on his own authority in this matter and had thereby far

exceeded his powers; the King greatly resented this). So Arriëns then, disappointed if not embittered, but as it later turned out temporarily, took leave of the Navy. This might partly explain why Arriëns, in his function as the Prince's mentor, made himself known as someone who was not very flexible in his dealings and set very high demands on himself and others — not least on his pupil. Though it may perhaps go too far

to write that Arriëns was "a harsh teacher" for the Prince (as Visser has done), it is certain that as an educator he showed himself to be an outspoken perfectionist and that this was not always experienced as pleasant by Prins Hendrik. Little has been said thus far about the effect of Arriëns' pedagogy, however. One tends to conclude that it was both positive and negative, when one notes, for example, that the Prince, when he was an adult, made himself known as a man with a strongly developed sense of duty, a conscientious steward over everything that was entrusted to his

care, but also as someone for whom appearing in a large company did not come easily and who sometimes clearly had difficulty overcoming certain inhibitions

in putting his thoughts into words. That inhibition *could* be the result of Arriëns' methodology. Further speculation on this subject, however, does not seem useful to us.

This essay will, we hope, enable the reader to arrive at his own judgment about the result of the professional training that Arriëns gave Prins Hendrik. From the outset, this training was both theoretical and practical — although for the time being the practice was limited to the Prince learning to sail on the Eem (was that with the "canot de S.A.R.," which is mentioned in a cash book from that period in the Royal House Archive?). In the theoretical lessons,

Arriëns' perfectionism manifested itself, among other things, in the fact that he compiled textbooks himself, such as a maritime dictionary and a manual for instruction in shipbuilding (for which, as appears from the same cash book, "gabarits," i.e., frames, were also used). These books can still be found in the library of the Netherlands Maritime Museum.

Arriëns was rightly of the opinion that real sailors can only be bred on long voyages. Therefore, in 1832 he submitted a program to the Crown Prince

that comprised no fewer than seven sea voyages, to be made in the period 1832-1838 with a total duration of approximately fifty months. When execution of this plan was about to begin, however, a serious difficulty arose.

“Le tombeau d’un grand homme ne peut être assez simple.” This watercolor of the grave of

Napoleon on St. Helena, which made a particularly strong impression on Prins Hendrik, was made by the Prince on the return journey from the East Indies in 1838.

“Temple of Siwa at Hathipoor, 20 Dec. 1837.” This drawing in pen and brush was made by Prins

Hendrik during his fourth voyage aboard HNLMS frigate “Bellona,” accompanied by

HNLMS brig “Snelheid,” to the East Indies and India from October 15, 1836 to July 19, 1838.

Ball at Paleis Rijswijk, given in honor of Prins Hendrik by Governor-General L. D. J. de Eerens, February 1837. The Prince stands under the flag drapery in the background. Anonymous drawing.

Because King Willem I had refused to evacuate the fortifications still occupied by his troops in Belgium, the British and French governments in the autumn of 1832 announced a blockade of Dutch ports. As long as that continued, the sea baptism of Prins Hendrik could not take place. Thus it was June 1833 before the Prince — although not for the first time set foot on the deck of a Dutch warship (we know that in September 1831 he paid a visit to HNLMS “De Zeeuw,” which was then lying on the Scheldt, and on May 5, 1832, on board HNLMS corvette “Van Speyk,” witnessed the opening of the Amsterdam Oosterdok locks) — for the first time went to experience life on board an operational warship as a member of the naval community. One can hardly say that the national navy was enjoying a period of exuberant prosperity when HNLMS corvette “Nehalennia” with the Prince on board sailed out of the Marsdiep one week before his thirteenth birthday, with the coast of Northern Spain as its destination, where El Ferrol and La Corunha were to be called at.

After the departure of the French, the Dutch navy had had to be rebuilt from scratch in many respects. It had indeed been allocated a large number of ships from the estate of the “Marine Impériale,” but it soon became apparent that much of that materiel was in deplorable condition: not without reason have so many ship disasters occurred in the history of the Dutch navy rarely if ever as during the first decade after 1813.

The naval leadership further faced the far-from-easy task of bringing the necessary minimum of unity and cohesiveness into a personnel corps with

very heterogeneous backgrounds. Some had served during the Napoleonic period first under the Batavian, then under the Royal Dutch, and finally under the French flag, and had thus experienced an evolutionary process in which the service on Dutch warships had increasingly taken on a “French” character. Others had served for long periods in foreign navies (often British or Russian) during that era and had become completely attuned to the customs and views prevailing there, which in many respects differed strongly. Still others, finally, had not set foot on a ship after 1795 and thus knew from personal experience only the service as it had been customary in the navy of the Republic of the Seven United Netherlands. Toward the end of the 1820s, one seemed at least somewhat on the way to a less worrying future. The state of the materiel continued to cause concern, but one gets the impression that gradually fewer ships had to be written off as a result of ship disasters (we would have liked to express ourselves more firmly here, but encountered the difficulty that the history of the Dutch navy during the period that concerns us now has in fact not yet been written). In the Mediterranean Sea, a squadron had operated almost continuously since 1815 for the protection of merchant shipping. The simultaneous presence there of British and French fleet formations had posed an effective challenge to raise performance to a higher level, and thus in this squadron “a beginning could be made” to mold the various “currents” present in the Navy after 1813 “into a good whole.” One had even — and here King Willem I was personally the driving force — begun experiments in the field of steam navigation. These were

Citadel Prins Frederik in Weltevreden, of which Prins Hendrik laid the foundation stone on August 31, 1837. Drawing by Mrs. C. van Huut-Kardos, 1930.

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“Steering wheel, night house, and topmast studding-sail boom,” 1843. Pencil drawing (sheet 7) from a sketchbook by A. van Beest, who, together with P. J. Schotel, experienced the 1843 voyage to the Mediterranean at the invitation of Prins Hendrik. He was commissioned to make meticulous drawings of everything on and around a ship.

by no means all equally successful: several projects even ended in total failures, and the conversion of HNLMS “Rijn” — a ship that would later play an important role in Prins Hendrik’s life — into a frigate with auxiliary steam power was abandoned in 1828. It can be pointed out, however, that the Dutch navy acquired its first steam ship as early as 1826, i.e., only five years after the British navy first put steam vessels into service, and that this ship, HNLMS Steam Packet of War “Curaçao,” made the first genuine “steam voyage” back and forth across the Atlantic Ocean the following year. These facts are all the more striking when one notes that the Dutch private shipping of that time must be considered decidedly backward in comparison

to, for example, British and American shipping, and that it would take decades before — largely through the efforts of Prins Hendrik — there would be private transoceanic steam navigation under the Dutch flag.

As a result of the outbreak of the Belgian Revolt, however, the further development of the navy was severely hampered. The squadron in the Mediterranean was disbanded: all available resources had to be used to form and maintain an armada, consisting mainly of small materiel such as gunboats, for the three “lines of defense afloat” with which the navy would secure the western border strip between the Northern Netherlands and the rebellious provinces. This activity and the simultaneous operations of the army made such a demand on the national treasury that its already unflourishing condition deteriorated even further. Therefore one felt compelled, once the army and navy could be demobilized from 1834 onward, to proceed to a policy of extreme economy in all branches of state activity and especially on the defense apparatus. For the navy, this meant that the construction of new ships was greatly reduced or delayed, and that operations for the time being became almost limited to what

HNLMS paddle steamer “Bromo.” Pencil drawing (sheet 3) from the sketchbook by A. van Beest, 1843.

“Boats lowered, s.b. gangway and skylight of the cabin — Flushing in the background.” Sheet 9 from the sketchbook by A. van Beest, 1843.

“Anchors seen from the great anchor bed.” Sheet 13 from the sketchbook by A. van Beest, 1843.

“Busy fastening the jibs.” Sheet 21 from the sketchbook by A. van Beest, 1843.

“Port gallery” and figurehead seen from the bowsprit.” **Sheet 16 from the sketchbook by A. van Beest, 1843.**

Barberts getting

“To H.R.H. Prins Hendrik of the Netherlands” on board HNLMS Frigate “De Rijn” on the roadstead of Vlissingen, Aug. 2, 1843. P. J. Schotel.

This deck view of the “Rijn,” a watercolor by P. J. Schotel, is the third sheet of a sketchbook containing a drawing by Th. Gudin, who, like Schotel, received the commission to produce a painting of the squadron under the command of Prins Hendrik at Vlissingen. A. van Beest also contributed several studies to this sketchbook. The series that Schotel made gives a chronological account of this voyage. was strictly necessary for the protection of the colonies. The duration and frequency of the flag-showing and exercise voyages so essential for maintaining practical proficiency were reduced to a minimum. Indicative of this is the fact that the “Nehalennia” was the only Dutch warship of large charter that made such a voyage in 1833. We will not

describe that voyage in extenso, nor the subsequent sea voyages of Prins Hendrik. Our account would then run too much risk of becoming a — undoubtedly for many — irritating enumeration of rendered and received honors, visits to authorities and sights, etc., etc. Therefore we wish to confine ourselves mainly to indicating how the Prince was formed during and through those voyages, not only into a naval officer competent in his profession, but also into someone who, in a very broad sense, “knew what was going on in the world.” In doing so, several anecdotal details will be mentioned to convey something of the atmosphere that characterized these voyages. Reason enough for this alone is the fact that together they form a unique episode in the history of our Royal House. But one may also safely state that they constitute a piece of cultural history, so typical of the time in which they took place, that the study of them can certainly help to understand that time better. Those who wish more details may be referred to the chronology and bibliography included in this book.

Soon the princely naval cadet could experience how easily a trained seaman moves in the rigging — we find mention of how he offered prizes to the crew members of the “Nehalennia” who were the fastest to board to the royal yard and then arrive back on deck, but also how one does not simply acquire one’s sea legs. Nine years later, when he commanded the “Rijn” on a voyage to the Baltic, he told of the first birthday he celebrated at sea. That “celebration” had taken place

“during a violent storm in the Channel, off the Isle of Wight. That storm put an end to all etiquette by throwing the officers against and over each other, just at the moment when the staff was assembled in the cabin to compliment His Highness.” The commander of the “Nehalennia,” Captain at Sea W. A. Geesteranus,

“sinned just as much against etiquette” as the other officers “and could also hardly keep a straight face. The… Prince, however, did not even notice this, as he was so overcome by seasickness that he had to leave it to Mr. Arriëns to reply to the commander’s congratulations.”

This scene clearly illustrates how the Prince, due to his high position, was treated with special consideration even on his first voyage, but also how he received his share of the burdens inherent in the sailor’s life… and in his status as a member of the Royal House. He enjoyed a certain modest luxury. Already on the “Nehalennia” he had a private cabin and ate together with Colonel Arriëns at the commander’s table (we also know that on probably all his voyages, his own cook and one or more lackeys accompanied him). This could not, however, protect him from the inconveniences that life on board a ship — and especially a warship — brings for all on board.

He also led a “princely” life in the sense that, especially during visits to foreign ports, he was heavily occupied by representational duties, although his father had stipulated that Prins Hendrik would make no official visits

Interior of the cabin of Prins Hendrik (?). Sheet 4 from the sketchbook by P. J. Schotel, A. van Beest, and Th. Gudin, 1843.

“The squadron under command of H.R.H. Prins Hendrik of the Netherlands, sailing in line of battle behind each other, turns by the Counter-March off Almeria (Spanish coast) on August 28, 1843.” Sheet 9 by P. J. Schotel.

and would as much as possible perform the duties of an “ordinary” naval cadet (he did, however, still keep “watch in his hammock” at night on this voyage). This was also the case on his second sea voyage, in the summer of 1834. For this he embarked on the ship of the line (a “battleship,” armed with 84 guns) the “Zeeuw,” which during this voyage — as far as we know, the last sea voyage of a Dutch ship of the line — was commanded by the well-known “savant officer” and later Minister of Marine, Julius Constantijn Rijk. When the “Zeeuw,” accompanied by the brig “Snelheid” (despite her name, a sluggish sailer), first called at Denmark, it still proved possible for the Prince, in accordance with his father’s wishes, to limit himself to visiting sights such as Frederiksborg Castle near Hillerød and the Naval Yard of Copenhagen. Upon approaching Russian waters, however, it quickly became apparent that Tsar Nicholas was determined to “make something” of his nephew’s visit. A Russian squadron, commanded by the famous Antarctic explorer Fabian Gottlieb von Bellinghausen, sailed to meet the Dutch formation, salute shots were exchanged, and before Kronstadt the Tsar himself awaited his relative, subsequently paying a visit to the “Zeeuw,” where his arrival caused considerable commotion because there was barely time to prepare for the reception of the distinguished visitor. An invitation to the Prince to come and stay at Peterhof

and then to carry out his program of visits to maritime institutions, etc., from the Winter Palace could hardly be refused. The other occupants of the Dutch ships also shared abundantly in Russian hospitality. For example, 350 men of the “Zeeuw” and the “Snelheid” were offered a copious dinner, and all Dutch officers who were off duty attended the festivities given at Peterhof on the occasion of the birthday of Tsarina Alexandra Fjodorowna (born Princess Charlotte of Prussia, a daughter of Hendrik’s great-uncle King Friedrich Wilhelm III) — an event for which, solely for the care of the illumination, fifteen hundred sailors were deployed. The end of the visit to Russia was marked by a fleet review, in which the Tsar and Tsarina with a large retinue paid a visit to the “Zeeuw.” Thereafter course was set for Swedish waters, where Arriëns and the Prince transferred to the “Snelheid” for a visit to Stockholm. Here it again proved impossible

Prins Hendrik at the end of his active naval career, 1848. He is depicted in the small uniform of a Rear-Admiral and stands leaning against a long ship’s gun on a truck carriage. Above him can be seen hammock nettings containing the stowed hammocks (hammocks of the ship’s company). Oil painting by N. Pieneman.

to — if one did not want to risk diplomatic difficulties — escape the attentions of the Royal Family: King Carl XIV insisted on meeting Prins Hendrik personally, and Crown Prince Oscar (whose eldest son later would marry Hendrik's niece Louise) insisted on showing him the Swedish fleet and its shore establishments personally and thoroughly. When a second visit was then made to Copenhagen, the repeatedly offered hospitality of the Danish Court could naturally not be always declined, and therefore the Prince — or rather Arriëns — accepted the invitation to an intimate dinner with the King and Queen at Frederiksberg Palace. Prins Hendrik and his retinue must surely have been struck by the contrast between the grand allure of the Tsar's court and the typical "Biedermeier" atmosphere surrounding the aged Danish royal couple — "where every evening the keys to the four gates of Copenhagen were laid down on the simple white-painted fir-wood table in the King's bedchamber." Before returning to patria, a visit was then also made to Portsmouth, where, among other things, British naval officers

"Arrival of the Squadron under command of H.R.H. Prins Hendrik of the Netherlands, in the port of Mahon, on September 9, 1843." Sheet 10 by P. J. Schotel.

"The Squadron under command of H.R.H. Prins Hendrik of the Netherlands arrives before Gibraltar and is saluted by an English Ship of the Line and a Neapolitan Frigate. The Castor rejoins the Squadron, on September 25, 1843." From left to right: Haai, **Jason, Malabar, Rijn, Castor. Sheet 11 by P. J. Schotel.**

"The Squadron under command of H.R.H. Prins Hendrik of the Netherlands, departs from Gibraltar, the Frigate De Rijn salutes the ships and the fortress on September 30, 1843." Bromo, Malabar, Rijn. Sheet 13 by P. J. Schotel.

"The Squadron under command of H.R.H. Prins Hendrik of the Netherlands, lying to before a storm near the Isle of Wight, on October 1, 1843." Haai, Boreas, Jason, Rijn, Sambre. Sheet 14 by P. J. Schotel. offered a dinner on board H.M.S. "Victory," which was very informal and cheerful. Considerably greater still was the variety of experiences the Prince had during his next sea voyage, the last he made as a naval cadet. This time he was embarked on the frigate "Maas," commanded by Arriëns and accompanied by the "Snelheid." After the ships departed from the roadstead of Texel on May 16, 1835, they first went by the fastest route to Suriname, during which the Prince was naturally baptized by Neptune, who came on board on a gun carriage drawn by four devils. The first visit of a Prince of Orange to what could then still be called a fairly prosperous colony — its prosperity rested, by the way, on a foundation that was not only morally unstable — was naturally occasion for organizing all sorts of festivities. How much it stirred up Suriname is testified by the

letter quoted by Bouman from a lady residing in the colony to her mother in the Netherlands, recounting how "the whole of Paramaribo" turned out to

receive the Prince. “The civic guard and the chasseurs had to take up arms, the warships had to maneuver and fire 21 salute shots, all high officials of the High Council, of the Court of Justice, and other officials had to receive that little prince in costume with the governor at their head — E. L. Baron van Heeckeren, Governor-General of the West Indian Possessions.” The same letter writer found, incidentally, “that little prince… very affable and friendly to everyone and… not at all haughty.” During a visit to the “Maas,” she saw Prins Hendrik busy “getting a pretty parrot to talk.”

Between the festivities and other official events, the Prince still had the chance to get an impression of Paramaribo and its surroundings, among other things on a trip with the government schooner “Henriette Elisabeth” along the Suriname and Commewijne rivers. In doing so, he was of course confronted with the phenomenon of slavery.

This institution was later heartily rejected by him; whether he already had a pronounced negative opinion of it at that time is not known to us (many Dutch people came to think differently about it during Prins Hendrik’s lifetime: in his youth “people” in the Netherlands still found it quite normal that Surinamese plantations were offered for sale by advertisement “together with their slave labor”).

HNLMS frigate “Rijn” and brig “Snelheid” under command of Prins Hendrik on the roadstead of Gibraltar, 1844. On the right the French paddle boat “Pluton,” flagship (?) of the Prince de Joinville. Oil painting by W. A. van Deventer, who experienced this voyage from June 5 to November 11, 1844, to the Mediterranean.

The voyage to the Mediterranean from July 4, 1846 to January 28, 1847. Prins Hendrik commanded a squadron consisting of: HNLMS frigates “Prins van Oranje” and “Sambre” and corvette “Juno.” From left to right: 1. the visit of King Willem II to the squadron on the roadstead of Vlissingen, June 30, 1846; 2. the squadron under sail; Vice-Admiral E. Lucas takes leave of Prins Hendrik; 3. the squadron in heavy weather in the Channel; 4. the squadron upon arrival in Gibraltar; 5. the frigate “Prins van Oranje,” flagship of Prins Hendrik; 6. departure from Malta; 7. Queen Anna Paulowna proceeds to the ship of Prins Hendrik on the roadstead of Genoa; 8. the reception on board; behind the Queen is the platform specially built for this occasion; 9. the Queen leaves the ship, lit with flambeaux. Oil painting by J. H. L. Meyer, who experienced this voyage to the Mediterranean.

After Suriname, the Windward Islands — in this case the Franco-Dutch condominium of Sint Maarten — and Curaçao were in turn visited, where the Prince was received in a similar manner as in Suriname. Then the “Maas” and the “Snelheid” set course for New York, where they stayed for three weeks. In the United States, the Prince of course did not arrive as the grandson of the Sovereign, for whom everyone would go to great trouble to receive him worthily and festively. His princely status certainly opened a

number of doors for him that would otherwise have remained closed, but he also met quite a few people who showed in an almost aggressive manner that they considered it “un-American” to treat a Prince and his company differently from any random foreign tourist. Prins Hendrik seems to have paid little attention to this, and one gets the impression that he greatly enjoyed a journey that took him, among other places, to West Point and Niagara Falls (where they met Vice President Martin van Buren) and introduced him to all sorts of phenomena new to him, from eating at the table d’hôte to traveling by “steam carriage” (the first train ride the Prince ever took: the Amsterdam-Haarlem railway line was opened only four years later). Back in the Netherlands, the Prince took the examination for Lieutenant at Sea 2nd Class, to which rank he was promoted on January 16, 1836. The following summer, exceptionally, he made no sea voyage. He stayed with the parental Court in Tilburg and The Hague, where his theoretical training was continued and he prepared for the solemn confession of his faith, which he made on September 29 at Paleis Noordeinde, after which on October 3 he participated in Holy Communion for the first time in the Grote or St. Jacob’s Church. Less than fourteen days later he departed for the longest sea voyage of his life, which he made with the frigate “Bellona.” Arriëns again served as commander of the vessel on which his pupil was embarked, and the “Snelheid” was again of the party as escort ship. After

parting company with the “Curaçao,” the aforementioned pioneer of transatlantic steam navigation, with which they sailed in company for the first days, the two ships picked up the northeast trade wind and then set course for Rio de Janeiro, where they entered port on November 29. A few days later they took part in the ceremony for the eleventh birthday of the Emperor, Dom Pedro II, who proved delighted to be able to meet “a real prince.”

After spending particularly pleasant days in the Brazilian capital and exchanging many courtesies with the British, French, and Sardinian[2] squadrons that were visiting at the same time, they weighed anchor with the intention of making for Batavia, where the “Bellona” arrived on February 9, 1837. Three signal shots from the guard ship marked the beginning of Prins Hendrik’s visit to the Indonesian archipelago, which would last until the end of September and during which he was once again the first member of the House of Orange ever to appear there. The journeys of Prins Hendrik through the East Indies by ship to Celebes and the Moluccas, and subsequently an overland journey from Soerabaja to Batavia, during which among others the Courts of Solo and Djokja were visited, deserve a more in-depth treatment than has been afforded them by any author so far. Yet even from what has already been published about them, it is clear enough that the Prince did not

[2] Belonging to the fleet of the Kingdom, which comprised Northwest Italy (Savoy and Piedmont) as well as Sardinia.

get an unqualifiedly favorable impression of the way in which Dutch authority was maintained in the Archipelago — despite all the effort that the bureaucratic apparatus, with Governor-General D. J. de Eerens at its head, took to prepare a grand reception for him everywhere. When Prins Hendrik, for instance, writes to his mother about the way in which Sultan Pakoe Boewono VI had been “rewarded” for his loyalty shown during the Java War — namely by exiling him to Ambon — and concludes “Si c’est juste je ne sais plus que c’est que la Justice,” genuine indignation speaks from this. It is probably mainly thanks to Arriëns, who was very interested in colonial questions and had a sober-critical outlook, that his pupil received a picture of “the East” that was not too dominated by all the festivities and honors encountered along the way.

The official farewell to the Netherlands East Indies took place on September 26, 1837, when the Governor-General offered a gala ball at Paleis Rijswijk. In a speech on that occasion, Prins Hendrik declared that “the prosperity of Java” would always be close to his heart, and this later indeed proved to be much more than a polite phrase.

Mainly at Arriëns’ wish (Prins Hendrik would have preferred to stay longer in Dutch territory and then sail home by the shortest route), the return voyage was made via India, where the reception by the British authorities was very hospitable. After a stay of one week in Calcutta — where an entire wing of the spacious palace was placed at the disposal of the Prince and his retinue — they departed for the interior to meet the Governor-General, the Earl of Auckland, for whom Prins Hendrik had brought a personal letter of introduction from his father. The first leg was made by steamship, after which they transferred to palanquins, in which the Prince and his company — on this journey only Arriëns and a British adjutant accompanied him — were brought to Futtihpore. There was pitched the tent camp, populated by twelve thousand people, that served as temporary residence for Lord Auckland. With him the Dutchmen traveled as far as Cawnpore, and thus they could see for themselves with what “pomp and circumstance” the Honourable East India Company had its chief servant surrounded, and how this manifested itself most impressively at a “durbar,” when the princes from the vicinity of the camp came to pay their respects with Oriental-lavish ceremony. From Cawnpore they returned to Calcutta via a wide arc through Lucknow, Agra, and Delhi, among other places. In Lucknow, the Prince had a particularly remarkable experience: he was treated to a demonstration of “thuggee.” Thugs were worshippers of Kali, the Goddess of Destruction. They formed a “hereditary brotherhood of stranglers” that had existed almost unhindered for hundreds of years when Governor-General Lord William Cavendish-Bentinck in 1830 appointed Captain William Sleeman as “Superintendent for the Suppression of Thugs.” This Sleeman, according to Arriëns, “had the kindness (the Thugs) to show us their handiwork. Several persons appeared, pretending to be travelers with their goods; these were treated kindly by other travelers who met them — these were Thugs. They rested together.

The chief of the latter began the usual conversation, and in a moment the first group of travelers was murdered — in semblance, that is — and everything was over before one had hardly noticed it. With travelers on horseback it is almost the same: before they have left the saddle they are murdered." The following stages of the homeward journey were Madras, Cape Town (from where an excursion was made to Constantia and Stellenbosch), and St. Helena, after which HNLMS "Bellona" dropped anchor on the roadstead of Texel on July 18. Prins Hendrik had in the meantime been promoted to Lieutenant at Sea 1st Class on March 11, 1838. In that rank he did not serve on board. Two and a half months after he had been promoted to Captain-Lieutenant at Sea on the occasion of his nineteenth birthday, however, the "Rijn" left Vlissingen, with Arriëns as commander and the Prince as first officer, and the "Snelheid," for a voyage in the Mediterranean Sea. We can consider this voyage, which lasted nearly thirteen months, as the capstone of the Prince's actual training. Where on the voyage to Asia he had already regularly borne the not inconsiderable responsibility that falls to an officer of the watch, he was now responsible for the internal service on a ship with a crew of about four hundred men, while Arriëns also generally left the supervision of maneuvering to him. All this did not prevent the Prince from also paying much attention to the scenic beauty and cultural treasures with which he was confronted this time in very ample measure and which he genuinely enjoyed. Prins Hendrik also met so many royal persons on no other of his voyages as a naval officer. Thus he visited no fewer than three Kings: Carlo Alberto of Sardinia, Ferdinando II of the Two Sicilies, and Otto of Greece. In Constantinople he was received twice by Sultan Abdul Medjid, a young man of 17, with "pleasant but languid features." The conversation was… "not very lively," a witness of the farewell audience in the New Serail informs us; which is not surprising if only because it took place through two intermediaries — HNLMS Minister-Resident at the Sublime Porte and his "drogman" (interpreter)! The conversation was likely more cheerful when the Prince, also in Constantinople, met another princely naval officer who was visiting the Turkish capital as commander of the frigate "Guerriera." Archduke Friedrich — a son of the great commander Archduke Karl, Napoleon's vanquisher at the Battle of Aspern — born in 1821, differed by one year in age from Prins Hendrik and was also destined for the sea service at an early age. Shortly after this visit to Constantinople, he would distinguish himself particularly during the fighting in Syria and Lebanon, where British, French, and Austrian naval units then intervened in a conflict between the Turkish sultan and the Khedive of Egypt. In 1844 he became "Marine-Oberkommandant," in which function he did much for the Austrian navy, but three years later he died, leaving a memory of a capable fleet commander and a sympathetic human being.

Prins Hendrik also had a remarkable encounter on this voyage in Naples, where he spent the Christmas days of 1839. There he met Countess Henriette d'Oultremont, who had traveled to Italy with a little nephew and

the De Lannoy couple to have less trouble from the publicity that had followed the leaking of the intention of King Willem I to marry her — she who was a practicing Roman Catholic and whose family on her father's side came from Belgium — an intention that had met with fierce opposition even within the Royal Family. It is pleasing to hear that "le cher Prince Henri," as the Countess called him in a letter to the King, showed himself "extremely friendly" toward her, who through no fault of her own had become a controversial figure and suffered psychologically from the protests against the planned union, often cast in forms very hurtful to her.

Finally, as far as this voyage is concerned, it should not go unmentioned that at the beginning of it, a certain tension arose between the Prince and his mentor. Arriëns formed the conviction that Prins Hendrik did not take his task on board the "Rijn" sufficiently au sérieux and reported this to the Crown Princess, with the request to urge her son — with whom, as during all his voyages, she corresponded very frequently — to greater devotion to duty. When this happened, Prins Hendrik's reaction was a touching letter, in which he wrote: "Je ne puis assez Vous en remercier chère Maman et vous assurer combien cet appèl a fait écho dans mon coeur et m'a encouragé à travailler avec de nouvelles forces et un nouveau courage pour me rendre digne de porter mes épaulettes, qui ne sont pas faciles à tenir bien sur les épaules mais d'autant plus d'honneur pour celui qui ne les laisse point bouger." Arriëns proved satisfied with the way in which his pupil put this resolution into practice. After this we hear no more of such tensions between him and the Prince — tensions that, moreover (one must bear this in mind to see them in the right proportion), tend to trouble almost every relationship between master and pupil from time to time.

According to the original itinerary, the "Rijn" and the "Snelheid" were to call at Cherbourg as the last foreign port. At Brest, however, they learned of the abdication of King Willem I, which news was occasion to return directly to the Netherlands. Thus Prins Hendrik was able to attend the inauguration of his father on November 28, 1840. On the same day he was promoted to Captain at Sea, while on January 1 of the following year he was charged with the command of the "Rijn." After acting as host in the spring of 1841 to another princely naval officer, Philippe Louis Marie, Prince de Joinville — a son of Louis Philippe, King of the French — when the latter visited Vlissingen to inspect the National Naval Yard, he put his ship to sea as commander for the first time on June 17.

The "Rijn" on this occasion served as flagship of a training squadron, consisting of two frigates, a corvette, a brig, and the paddle steamer "Hekla," commanded by Arriëns, who had in the meantime been promoted to Rear-Admiral. After a cruise of two months in the Atlantic Ocean and the North Sea, during which Prins Hendrik visited Lisbon with the "Hekla" and the entire squadron called at Funchal, the ships anchored on the roadstead of Texel. There Arriëns' command flag was lowered for the last time from the

mizzen peak of the “Rijn”: the active naval career of the Prince’s mentor had definitively come to an end. His pupil could and therefore had to now independently demonstrate what he had become worth

HNLMS “Prins van Oranje” and “Juno” in the Mediterranean Sea, August 1, 1846, during the fruitless search for a man overboard. Oil painting by J. H. L. Meyer. as a naval officer and in particular as a commander. He was amply given the opportunity to do so: in the period 1842-1847, usually as squadron or division commander, he made no fewer than seven sea voyages of longer duration, which took him to the Baltic, the Mediterranean, Scotland, Iceland, Newfoundland, Canada, and Madeira. A few examples of the mastery of the seaman’s trade he displayed on these voyages may now follow. In the summer of 1845 Prins Hendrik approached the coast of Newfoundland with the “Rijn.” The sea was calm, but visibility was obstructed by fog. “The Prince relied on his reckoning and in the evening kept running toward the shore under small sail, while he lay down dressed on a sofa. On the first watch, the officer and the midshipman of the watch stood on the forecastle looking out and listening. Suddenly the officer of the watch thought he heard breakers. ‘Go warn the Prince,’ he says. The midshipman flies to the Commander and reports. ‘Then I would set the royal sails,’ was the calm reply.

The midshipman understood nothing of this. ‘What does Your Highness mean?’ — ‘Set the roy-al sails.’ The bewildered midshipman runs back to the officer of the watch, who at first also did not immediately grasp that the Prince, precisely because of the danger, wanted to be sure of the tack, and therefore first wanted to make more sail. But the Prince was immediately on deck and commanded the tack himself — which succeeded.”

The following year Prins Hendrik commanded a division of three ships in the Mediterranean. On November 2, 1846, they sighted Malta in such stormy weather that the then Lieutenant at Sea P. A. van Rees said to the master of HNLMS “Juno,” who stood next to him on the forecastle: “Too bad, the Prince will not enter under these circumstances.” However, Van Rees continues — immediately afterward “from the Prins van Oranje — the flagship, which was ahead — flew the signal: ‘Follow the admiral’s maneuver!’ And with close-reefed topsails the Prins van Oranje entered the narrow entrance. Hundreds of sailors stood on the forts watching and followed the movements of the three Dutch warships, which without any damage anchored smartly alongside the English warships to give the customary salutes. The

English were full of praise for the maneuver and the admiral complimented the Prince with the words: ‘The man who ordered this hazardous thing must be a Prince of Orange.’”

“Knowledge is power; character is more”: a capable “shiphandler” who knows how to strike the balance between excessive bravado and timid caution — it would not be difficult to cite more examples showing that Prins

Hendrik met this description. Yet being a good shiphandler does not automatically make one, in the full sense of the word, a good commander. Everything indicates, however, that the Prince's character traits had matured in such a way as to give him full claim to the latter qualification. Often emphasized is the sympathetic care he showed toward his subordinates, especially evident in cases of illness and accidents. His dealings with the ship's officers were both dignified and cordial — a revealing detail: at sea he regularly invited members of the staff to the cabin table; when this fell on a Sunday, he always toasted with a glass of champagne "to the well-being of our absent loved ones." At the same time, he was not afraid to act when he considered good order on board to be threatened. In general, he seems to have possessed that sense for "the right gesture at the right moment," so valuable for any leader. He demonstrated this sense in a manner deeply impressive to those who witnessed it during the episode that became known as "the prayer in the storm." A few days before Christmas 1846, the division commanded by Prins Hendrik was caught off southern Portugal in a storm that on December 25 had intensified to hurricane force. Nevertheless, Prins Hendrik gave the order: "at six o'clock in the waist, small uniform, cocked hat and sword." There the Prince himself appeared, wearing on his uniform the Grand Cross of the Netherlands Lion, a decoration he wore only on special occasions. Prins Hendrik — according to the then medical officer on the "Prins van Oranje" — "did not order any of the officers to say the prayer, but began himself, with a voice that testified he was filled with religious feeling, a prayer so fervent, powerful, and eloquent that all joined in it. An extraordinary power of expression animated the Prince's soul, and a solemn silence reigned among the ship's company, who were now in a completely different frame of mind than shortly before, when they were grumbling and cursing while searching in chest and kit bag to dress for church. The Prince was listened to with deep reverence and holy attention." Of such events one may say that they forge a bond between commander and crew that can hardly ever be broken.

Anyone wishing to form an opinion about the faits et gestes of Prins Hendrik as a commander at sea has the good fortune to be able to draw on the work of various authors who themselves accompanied the Prince on one or more of his voyages — and among which, in our opinion, the delightful book by De Vaynes van Brakell deserves special attention. There also exists a fair amount of contemporary work by painters and draftsmen that takes those voyages as its subject. In this respect, we are particularly well documented concerning two voyages to the Mediterranean. That of the summer and autumn of 1843 was experienced by Petrus Johannes Schotel ("the younger Schotel") and Albertus van Beest; it yielded a particularly rich harvest of drawings and watercolors from their hands. Louis Meijer captured a number of episodes from the 1846-1847 voyage on canvas. He paid particular attention to the visit to Genoa during the Columbus festivities there, and to the reception that was then prepared for Queen Anna Paulowna by her son's

squadron. When one sees Meijer's report of that event, or casts an eye on the glorious painting by Gudin "The Squadron under Command of Prins Hendrik in 1843 on the Roadstead of Vlissingen," one regrets all the more that at least one of them did not experience the Prince's voyage to the Baltic in the summer of 1843. The encounter with a Russian squadron near Dagö; the greeting of the King of Prussia, who had also traveled to Russia to attend the silver wedding anniversary of the Tsar and Tsarina; the mock battle in which the entire Russian Baltic fleet took part and in which Prins Hendrik commanded the ship of the line "Asow" — these would all have been ideal subjects for them. We shall have to make do, however, with the "word-paintings" of De Vaynes van Brakell, who fortunately describes this very voyage in an extremely lively and detailed manner.

Although strictly speaking not a contemporary piece, we believe we should still mention one more painting that has an episode from Prins Hendrik's naval career as its subject. It was made in 1878 by Jonkheer Jan Eduard van Heemskerck van Beest on commission from "a committee from the Netherlands Navy," which presented it to the Prince on the occasion of his second marriage. Depicted on it is the squadron that he commanded in the summer of 1847 — on his penultimate voyage in active naval service — sailing in the Channel under the English coast. That the painter captured a memory of the penultimate sea voyage the Prince made as an actively serving naval officer has a tragic background. His final voyage was made by Prins Hendrik from November 1 to December 15, 1847. He then commanded HNLMS "Prins van Oranje," with which he brought his brother Prins Alexander to Madeira

"in the hope that he would find a cure there for the wasting sickness from which he suffered." Willem Alexander Frederik Constantijn Nicolaas Michiel, Prince of Orange-Nassau, Prince of the Netherlands, however, died on Madeira on February 20, 1848. The command of the "Prins van Oranje" was laid down by Prins Hendrik on December 31, 1847, in order to "remain available for further services to be designated by His Majesty" in his new rank of Rear-Admiral, to which he was promoted as of January 1, 1848. In the Dutch naval organization of that time, there were only a few functions that could be filled by flag officers, and several of those functions could not easily be filled by a member of the Royal House — especially once in November 1848 the principle of ministerial responsibility to the States General had been accepted. This promotion therefore had to bring almost to an end the period in which Prins Hendrik primarily found work within the navy. And so it did. The decree of King Willem III, dated February 18, 1852, by which his brother, promoted to Lieutenant-Admiral, was appointed Commander-in-Chief of the Fleet, brought no substantial change in the situation. It had little more practical consequence than that the naval leadership was henceforth obliged to inform the Prince of important measures it took with regard to personnel and materiel. The designation of Prins Hendrik as Commander of the Den Helder Defense Line and commander of the mobilized naval forces

in the Northern Frontier, on July 20, 1870, would only become effective if the Netherlands were actually drawn into the Franco-Prussian War and therefore remained without consequence.

Nevertheless, even after 1847 there was a far more than superficial relationship between Prins Hendrik and the navy. The Prince was still able to do important work as chairman of the commission instituted on February 14, 1852 by the then Minister of Marine, Rear-Admiral James Enslie, “to answer questions concerning the Naval Service of the State,” whose advice provided the impetus for a far-reaching reform of the internal service and the transformation of the national navy into a fleet consisting exclusively of steam-powered ships. He maintained personal contact with many naval personnel and, when he learned that any of them were in difficulties, often discreetly offered help. Not only was a naval adjutant always part of his entourage, but he also repeatedly appointed naval officers to other positions of trust. Furthermore, we can observe that he always continued to feel himself a sailor and was intensely involved in a great variety of maritime activities. The “affection for the naval service” mentioned in the Royal Decree of June 15, 1830 thus proved to be much more than a youthful fancy, and we may say that King Willem I pointed his grandson to a career in which he was able to develop according to his nature and his abilities.

The experience he gained as an actively serving naval officer — particularly during his sea voyages — was also certainly an important source of inspiration for his later activities in the maritime field. Here we think especially

of what he did for the national merchant marine — work of which few will deny that it brought the “State” important “advantages.” If those advantages for the State lay mainly in the economic sphere, for the Navy the figure of Prins Hendrik in our opinion had above all moral significance. Admiral Mac Leod, in his still unsurpassed essay on the Dutch navy between 1848 and 1898, paints the officer career of Prins Hendrik as one of the few cheering facets of a gloomy period for the Navy, and characterizes the Prince as someone “whose calm, firmness, and confidence may at all times be set as an example.”

Such an example has great value for any community, especially when given by someone who also inspires respect and sympathy by his character. For the Navy, this example had particular value because it was given by someone who belonged both heart and soul to its community and to the beloved House of Orange. The Navy demonstrated this in no uncertain terms by having a wreath laid at his bier with the inscription: “Homage to the memory of our Prince-Admiral! His life was our pride!”

View of Madeira, 1848. In 1847 Prins Hendrik brought his sick brother Prins Alexander to Madeira with the “Prins van Oranje.” Prins Alexander died there on February 20. This pencil drawing, marked Funchal 1848, comes from a

sketchbook by Th. G. T. Victor Baron de Constant Rebecque, chief of staff of Prins Alexander.

1840 — have had for those who experienced those voyages with him. De Vaynes van Brakell gives eloquent and grateful testimony on this matter.

Three Newspaper Reports from 1835

“The Dutch frigate, De Maas, Capt. Arriens, of 44 guns and 340 men, 17 days from Curaçao having on board his R. H. Prince Henry, son of his R.H. the Prince of Orange

- also the Dutch brig of war Sonnemeid, capt. Ferguson of 14 guns and 74 men, arrived on Monday at the Quarantain Ground - they saluted and it was returned by Port Lafayette. Wednesdaymorning, August 28, 1835”

New-York Daily Advertiser. From the *Handelsblad* of 1835

31 October 1835. The New-York Mercantile Advertiser of September 8 contains the following: A correspondent of the Albany Daily Advertiser describes the visit paid by him on board the two

Dutch warships, now lying in the roadstead, as follows: Ascending the gangway of the brig we were received by a particularly well-looking man, with two epaulettes and a knighthood order. He spoke perfect English, and asked several questions concerning Albania, which is now completely familiar to the Dutch. After having shown us the clean and beautiful ship, he invited us into his cabin, served us a glass of wine, and introduced us to the first lieutenant. He did not stop there, but also gave us a pass to the frigate, which is at present somewhat difficult to visit.

Here we were received on deck by the officer, a well-dressed man in uniform, who, after leading us to the quarterdeck, called a midshipman, whom he ordered to show us around the ship…

The manners of our guide were very polite and his observations sensible and well-considered.

The ship is only two years old and is considered one of the best of its kind. The sailors were partly the same men who distinguished themselves during the siege of the Antwerp Citadel. We were shown into the cabin of the young Prince.

It was fully furnished; sofas covered with red morocco leather, cushions, mirrors, an excellent library in English and Dutch, fine navigational instruments, portraits of the Royal Family of Holland, and several pretty mahogany boxes that seemed to contain a supply of all sorts of refreshments

— these were the objects that caught our eye as we quickly looked around the cabin. A silk hanging covered the windows of the stern gallery, while on either side of the cabin stood the usual gun equipment with ramrods

and further tools to be able to serve it at any moment…

From the *Handelsblad* of 1835

19 September 1835. The *Surinaamsche Couranten*, running to July 18, report that H.R.H. Prince Frederik Hendrik, on the 10th of that month on board HNLMS frigate of war De Maas, Colonel Arriens, departed from Paramaribo to Curaçao. Those newspapers are also very detailed in their report of the ceremonies and honors with which H.R.H. was received in that colony. Never before had the inhabitants of Suriname been honored by a visit from a member of the Royal Family, and eagerly they seized this opportunity to show in every possible way their attachment to the reigning dynasty. During the Prince’s stay in Suriname, from June 24 to July 10, H.R.H., after a multitude of festivities given in his honor by the Governor and the Colonial Council, and having viewed the most remarkable sights of the city, visited the foremost of the surrounding plantations and displayed the greatest possible interest in their prosperity.

On a journey to the plantations along the river below the Commewijne, His Royal Highness had taken command of the colonial war schooner *Henriette Elizabeth*, aboard which the company traveled, with the Prince himself standing at the helm on the return voyage until the vessel had come to anchor in the roadstead of Paramaribo.

A noble deed Portentous wafts a fog Around the court of William the Second Somber it tints the park and gable

Crown and chandelier glow dim

Alas! the valiant Alexander The King’s second marriage-bough

His father’s image, stouthearted, clever Wastes away — a consumption feared

The eye shines bright in fever’s burning The breath torments the ailing lung

The chill damp beads upon his cheeks That feverishly pressed outward

But hope was not yet lost The irresistible lust for life Innate to every creature Whispers softly, southern air

Warmer, milder climes Was the wise one’s word and counsel The harsh North soon evaded

The gentle South alone brings aid

Under sail toward Madeira’s fair Southern sky lay the frigate, Which, of the King’s three sons Two upon its precious deck did bear:

Alexander weak and tender By Prince Hendrik accompanied Alongside Lap, the pilot, now again Everyone’s support in storm’s fury

Lap, the staunchest of his mates Placed his hard-earned gold In the Hendrikspolder, acres Newly wrested from the salt

On his journeys o’er the waves To the North and Southern shore He stood in perils of the sea With Prince Hendrik, bold and true

The State Frigate “Prins van Oranje” Weighs the anchor, spreads the sail Sets her course toward opulent Spain And the salutes thunder: hail!

Wild autumnal squalls descended But the ship cleaves through the brine As if racing with the vessels Seen here and there upon the mere

Threatening, with sharp edges, nears Another squall: the breeze turns storm Briskly stir themselves the hands

The host of waves grows wilder form.

Foaming, seething swells are boiling Flaky spray drives ghostly forth Along the leaden hue of heaven

Kindled by a reddish light

Every vessel furls its wings But the bold sea-pilot gives The warship free rein, however The storm may scream through the rigging

Merrily she dances on the waves Steers past keel after keel It seemed a joyous pleasure-sailing Now to windward, now to lee

Calmed again in forward gliding Curls the foam with silver sheen Round the royal prow

Like a victory wreath

I have often heard of your courage Dauntless, faithful Lap!

Again we have escaped the danger Through your stout seamanship

This day too can testify Of your skillful sailor’s eye Spoke the ailing Prince. I reckon, Highness, only on God above

Well said! replies Alexander, But what mournful somberness Has your gaze, once so shrewd, Spread across your countenance?

How is it, friend! with the grounds In the Hendrikspolder? … Ah!

The seething waters have devoured them On a harsh autumnal day

Prince, the hide hangs on the paling!

I saved… and now I’ve lost it all!

It is fateful! And now you go Back to sea with double diligence

Yes Your Highness, it’s a blessing That I still can earn my bread But to see one’s goods, so hardly earned, Destroyed in a single hour

It shall not be, I wish to buy the fields Spoke the Prince after brief counsel Which the flood did overflow

Let my loss be your gain

Highness, that is too much. No, brave one, You a man of duty and honor, Shall receive the dearly-won possessions From the lap of the waves again

The warship rocks upon the waves Like a seagull every time As if buried in the waterbed Of the blue Atlantic sea

Along the white-crested billows One searches o’er the heaving brine With impatient staring

The voyage’s goal: Madeira’s wood

Mistily it rises from the currents The land of hope, which makes the Prince Dream of fresh strength once more

In his constricted breast

The anchor falls, the rowboat nears The princely pair leaves the ship And the proud forest foliage

Rustles them welcome in this land

Lap returns, the Prince, deeply moved, Bestows the pledge of his word upon him Tears glisten in their eyes Deeply stirred, both hands tremble

It was his last act of kindness A few weeks after that hour Netherlands mourned on every side His body lay on Holland’s soil

Scion of Nassau, early departed Fairer homage is prepared for you Than a funeral wreath upon your crest Is the tear of gratitude

This poem, the text of which was made available to us by Mrs. H. E. Lap-Dijt of Den Burg (Texel), pertains to the following event. On the voyage of HNM’s “Prins van Oranje” to Madeira in November–December 1847, the sea pilot Ary Cornelisz. Lap was aboard. When Princes Alexander and Hendrik learned from him that he had invested all his savings in a dike reclamation project near Texel (the current Prins Hendrik polder), which seemed to have failed because the works already carried out had been destroyed by storms, they persuaded him to transfer his share to their names. Lap was appointed as

Prince Hendrik's authorized representative for the reclamation works and remained so until his death (in a shipwreck, in the autumn of 1850). After the reclamation was ultimately successful, the "Amaliahoeve" and "Alexanderhoeve" farms were built on Prince Hendrik's holdings in the polder.

They were sold after his death together with the associated lands (over 62 ha.).

"The Watersport Prince" This is what De Vries Feyens[1] calls Prince Hendrik in his celebratory address, delivered on the occasion of the 75th anniversary of the Royal Netherlands Rowing and Sailing Association in 1922. And indeed, throughout nearly his entire life the prince showed a very active interest in the many rowing and sailing societies that sprang up in the Netherlands around the middle of the previous century. He was directly involved in the founding of several of these societies and encouraged them, among other things by offering prizes, to organize competitions in which acquired skills could be tested against one another. Yet the succinct description quoted above this chapter of Prince Hendrik's involvement with the various Dutch rowing and sailing societies unnecessarily gives a 20th-century character to his work. Of course the competitions contained a sporting element for the "gentlemen amateurs." And naturally they had a number of aspects that we now subsume under the heading "passive and active recreation": people came in large numbers to watch these 19th-century successors to the water festivals, the admiralty sailing of earlier centuries; and rowing and sailing in club associations was a new form of social intercourse that, particularly in the first half of the 19th century, blew over from England to the Netherlands.

In the first place and primarily, however, the societies had an educational and practical purpose. This is evident time and again from the wording of their objectives: to generate enthusiasm for the seafaring profession; to teach young people who wish to go to sea the basic knowledge of their trade by training them in rowing and sailing; and to promote the construction of good-quality rowing and sailing vessels. During the French occupation, shipbuilding and shipping in the Netherlands had fallen far behind compared to those of, for example, England and the United States.

The merchant fleet had been almost entirely lost. Practical experience in shipbuilding had largely disappeared — the shipyards had been out of operation for too long; there was insufficient awareness of new technical developments. After 1820, however, in an improving economic climate, shipbuilding and shipping slowly began to recover; the Netherlands Trading Company (Nederlandsche Handel-Maatschappij), founded in 1824, contributed to this in no small measure. Yet the Netherlands continued to build the traditional, rather slow types of merchant ships, or purchased the

[1] G. L. de Vries Feyens, Vijf-en-zeventig glorieuse jaren (K.N.Z.&R.V.) 1847-1922. Speech. Amsterdam, 1922 (p. 13).

newer types elsewhere; the need for a breakthrough in shipbuilding technology was therefore felt increasingly strongly. Alongside this, with the rapid growth in the number of Dutch merchant ships from just over 1,000 in 1824 to 2,438 in 1859 — when the Netherlands held fourth place on the world ranking[2] — there arose a growing demand for skilled, experienced seamen.

Prince Hendrik believed that the rowing and sailing societies being established around 1850 could in future help meet these needs. As early as 1838, the naval architect Van Loon gave a formulation *avant la lettre* of the prince's ideas on this point: "… The small vessel, built for pleasure… can serve as useful instruction for the attentive Shipbuilder and Sea Captain. It is perhaps somewhat unfortunate for us Dutch, who owe so many advantages to seafaring, that through paved roads, steamboats, music, and coffeehouse amusements, the desire for active practice of the knowledge of amusing oneself on the water in small vessels has greatly diminished; for this practice in small craft provides the best opportunity for assessment and application on a large scale…"[3]

It is against the background of this kind of consideration that, in my opinion, Prince Hendrik's activities with regard to the rowing and sailing societies should primarily be seen. Most direct was his involvement in the founding of the Royal Netherlands Yacht Club in Rotterdam, the oldest of these societies.[4]

On March 30 and 31, 1841, King William II paid his first official visit to Rotterdam. The king and his party, which included the 21-year-old Prince Hendrik, visited, among other places, the frigate ship "India" of the shipping company A. van Hoboken & Zonen, lying in the river. For this they made use of a state barge, rowed by some twenty Rotterdam young men "from the first families, long accustomed to exercising themselves with rowing craft in their hours of leisure." During an official dinner at the city hall on the evening of the 31st, Prince Hendrik and Captain at Sea Q. M. R. Ver Huell, Director of the Navy in Rotterdam, sat next to each other at table. At one point the prince posed the question of whether it might not be possible to let the "gentlemen honor-barge rowers," who that morning had given such proof of their skill, form the core of a society "aimed at increasingly stimulating and encouraging zeal and desire for the perfection of shipbuilding, and everything related to maritime affairs." The prince's suggestion initially had no follow-up.

In the following years he himself made extensive, all-absorbing journeys to the Baltic Sea and the Mediterranean.

The enthusiasm in Rotterdam for his plans was apparently not of such a nature that people worked them out further on their own initiative. (In this, the initially apparently already so slight enthusiasm on the part of persons other than the prince lies…) The first race of the Royal Netherlands Yacht

Club on June 10, 1846 in Rotterdam. The arrival of the royal guests, who are greeted with a salute, is probably depicted here. Prince Hendrik himself took part in the six-oared gig “Sylph.” The “Schoener no. 1,” built by the three sons of King William II “in their own exalted persons,” took part in the race for “decked sailing vessels.” Prince Hendrik also possessed, among other vessels: the four-oared gig “De Eersteling,” the wherry “Amstel,” the schokker yacht “Watergeus,” the cutter “Parel,” and the screw steam yacht “Ibis.”

Drawing in pencil and watercolor by F. A. Breuhaus de Groot.

apparently one of the reasons why the Yacht Club led only such a short and difficult existence.)

In December 1845 the prince himself took the initiative again. At his request, the group of rowers from 1841 reconvened.

During that meeting, Lieutenant at Sea James May, who attended on behalf of the prince, announced “that it was in the plan of His Royal Highness Prince Hendrik of the Netherlands to establish a Rowing and Sailing Club in this city…; …that readiness to carry out his plan would be agreeable to him, and also that His Royal Highness would gladly accept the chairmanship of the Club…”[5] The Yacht Club then quickly got off the ground organizationally, especially thanks to the prince’s impetus. A provisional board was elected in December 1845. Draft statutes were drawn up; the prince worked very intensively on their formulation. In January 1846 he informed the provisional board in a letter that in his opinion it was advisable “that the board appoint agents in the principal cities of the Realm for the expansion of the Club…”[7]; the prince sent his aforementioned naval officer May to the mayor of Amsterdam to obtain his cooperation. This recruitment drive outside Rotterdam, however, met with little response except in Amsterdam.

The particularism long present in Dutch society probably played a decisive role here. (This was also the case when, years later in 1865, the prince took the initiative to found a national organization overarching all rowing and sailing societies, which aimed “to promote, encourage, support, etc., everything that could be useful to Maritime Affairs and Shipping or related thereto…” It never got beyond committing the draft statutes for this organization to paper, which was first called the “Company for Shipping” and later the “Royal Netherlands Association for Maritime Affairs and Shipping.”[8])

On February 21, 1846, the first general membership meeting of the Yacht Club took place. There were 99 members present, including Prince Hendrik. The prince was appointed chairman for life “with the title of Founder”; he announced that the king had accepted the patronage of the society. A Council of seven members was elected to form the daily board.

(Only one Amsterdammer was elected to that Council, A. Huidekoper; this laid the seed for the internal difficulties within the Yacht Club that in December 1847 would lead to the departure of the Amsterdam members and the founding of a new society of their own in that city.) The costume to be worn by members at official occasions and the coat of arms to be used by the society were established. So too were the statutes. Article I thereof breathes entirely the spirit of the ideas championed by Prince Hendrik:[10]

“The Royal Netherlands Yacht Club has as its object: 1º. To arouse and encourage the desire for everything related to maritime affairs.

2. To accustom young people from their youth to handle rowing and sailing vessels well and skillfully, which can be conducive to forming good seamen, both for warships and merchant ships; and also, to promote in the Netherlands the construction of good rowing craft, both for rivers and inland waters and for use on the open sea; all of which would be most desirable in the present time. The Club has the same aim with regard to sailing vessels, viz.: Cutters, Schooners, etc., of 5 tons and above, with which one could sail, at least during the summer months, in the North Sea and on the English coasts.”

Article II of the statutes, the implementing article, reads: “To achieve the above-mentioned goal, the Royal Netherlands Yacht Club will offer prizes, either in money or some object of art, for which once a year, or as often as the funds of the Royal Netherlands Yacht Club permit, rowing or sailing shall take place.”

The society obtained its income through donations and subscriptions; the donations came almost exclusively in the form of money prizes for the competitions; the subscriptions were set at fl. 20,- per year for ordinary and extraordinary members, with ordinary members also having to pay an entrance fee of fl. 30,-; (over the years subscriptions were occasionally raised — in 1853, for one year, for example, to fl. 35,-).

In the first months after its founding, the Yacht Club displayed great activity. On March 13 it held its second general membership meeting; 20 new members could then be enrolled, and thanks to the mediation of Prince Hendrik, a number of foreign sovereigns — including, for example, “His Imperial Highness the Grand Duke Constantine of Russia” — had agreed to become honorary members of the Yacht Club. The prince had also mediated between the Council and the Minister of Marine to have “convocation letters intended for Naval Officers members of the Yacht Club, whose places of residence are unknown to the Council” delivered to their proper destinations; the Minister of Foreign Affairs declared himself to the prince “most gladly willing to have the diplomas for the honorary members of the said Yacht Club dispatched.”[11]

Race of the Royal Netherlands Yacht Club, October 2, 1847, in the roadstead of Vlissingen. On the right four gigs are depicted, with Prince Hendrik as coxswain in the far right one. Oil painting by J. F. Schütz.

On June 10, 1846, the society held its first races on the Meuse off Rotterdam.[12] Prince Hendrik and his two brothers were present. The prince had made available “two items in silver” and a premium of fl. 100,- as prizes. As coxswain in the six-oared gig “Sylph,” he himself took part in the races. The “Schoener no. 1,” built by the three sons of King William II “in their own exalted persons” in the garden behind the palace on the Kneuterdijk in The Hague, took part in the race for “decked sailing vessels,” for which a course had been laid out “from the buoys west of the Leuvehaven to around the buoys in front of the port of Schiedam.”

In an attempt to give the Yacht Club the national character intended by the prince, the next race was held on September 10, 1846, in Amsterdam; the prince, who could not attend, had made a number of prizes available for the “best-built vessels.” On September 2, 1846, a plan was tabled within the Council “to establish and maintain a rowing corps of boys from the lower and poorer classes; by offering small prizes to encourage among them the desire for sailing and rowing; by maintaining sufficient order to accustom them early to subordination and orderliness; and by help or recommendation to try to place them on ships of the Dutch Merchant Fleet.”[13] Much more than the other activities of the Yacht Club — such as the rowing and sailing races, which were nonetheless almost exclusively accessible to people from the social upper stratum of society in those years — this initiative fit the above-stated and repeatedly emphasized objective of the Yacht Club by the prince. The plan got off the ground well over time; from the 1858 Yearbook of the Yacht Club it appears that the prince succeeded in 1857 in getting “trainees from the rowing corps” placed in the training program for non-commissioned naval officers in Vlissingen. Also on the initiative of Prince Hendrik, the Sailors’ Institute of the Royal Netherlands Sailing and Rowing Society was founded in Amsterdam in 1849, which also aimed to provide young people with the basic nautical knowledge necessary for service in the merchant marine or navy.

In the following years the Yacht Club regularly continued to organize races in Rotterdam and elsewhere; delegations from the Council also made an appearance whenever possible at sailing or rowing events organized by others.

The aim was that everywhere in the country “the interest in everything conducive to the advancement of maritime affairs would be more highly valued.”[14] In July 1847 a prize was offered by the society for a cutter race to be sailed near Vlaardingen that month.[15] On August 18 of that same year, some members of the Council attended the sailing races in Sneek; the prince had made a silver bowl available as a prize. On October 2, 1847, races were

organized by the Yacht Club. Sailing race held by the Royal Netherlands Yacht Club in Dordrecht on June 10, 1848. Of the participating yachts, two cutters and a schooner are visible, further a navy launch and a gig with five men. Oil painting by Ch. Rochussen.

in the roadstead of Vlissingen; Prince Hendrik took part as coxswain of a four-oared gig.[16]

Soon after the founding of the Yacht Club, voices arose among the members calling for the construction of a “so-called Club building,” as it was somewhat cautiously termed. The social life within the society would certainly benefit from the possession of such a building; one could think about expanding activities, while an additional advantage was that the costly erection of temporary stands for each race could then be dispensed with. After much negotiation with the municipal government of Rotterdam, a site was obtained on the corner of the Willemskade and the Veerkade, on the Meuse. After the necessary funds had been raised by issuing a loan, construction could begin. On October 3, 1850, Crown Prince William laid the first stone for the new Yacht Club building.[17] On June 13, 1851, Prince Hendrik’s birthday, the highest point was reached — a coincidence that may have cost the builders some head-scratching — and on July 30 following, the building, not yet entirely finished, was officially opened by the prince “to the pleasure of the Members and to increased interest in the Society.” On that occasion the municipality of Rotterdam made available for the first time an amount of fl. 500,- for prizes.[18]

In June 1852 the Yacht Club organized in its new premises an exhibition of “Ship Models and objects that can be grouped under the general name of ship’s necessities.” The organization of this event was entirely in line with the society’s objective: it was “a kind of exchange… in the field of shipping and shipbuilding, organized by the Yacht Club to promote shipbuilding, with the awarding of premiums for the best submissions.”[19] That same year the so-called Model Room was set up in the Yacht Club building. The 1852 Yearbook of the society states “that it is very pleasing to the Council to announce that it has pleased His Royal Highness Prince Hendrik of the Netherlands to give as a gift a remarkably important collection of Ship Models, some Paintings and Drawings, and some highly important Books…” In later years the prince repeatedly donated models to the Yacht Club. With the collection of this Model Room, the solid foundation was laid for the collection of the present Maritime Museum “Prins Hendrik,” which arose directly from the Yacht Club. Many of the models then present still belong to the most important pieces in the museum collection: the shipyard model of the fore and aft sections of the ship of the line “De Zeeuw,” built between 1819–1825 at the State Shipyard in Vlissingen, the fine model of an armed French lugger from around 1800, and the models of the corvette “Prins Willem Frederik Hendrik” and of a navy brig from around 1825, made with great craftsmanship and much attention to detail, are examples of these.

The 1857 Yearbook records that the Model Room, “besides offering every visitor the opportunity to acquaint themselves down to the smallest details with many types of vessels of various shapes and purposes, among which are those of the most distant peoples, serves… as instruction in the building and rigging of ships for the students of the Nautical School.” (The “vessels… of the most distant peoples” are the models of East Asian vessels that Prince Hendrik received in large numbers as gifts during his journey to the Dutch East Indies in the years 1836/1838 aboard the frigate “Bellona.” The prince donated most of these models to the Model Room; they are now in the collection of the Museum of Ethnology in Rotterdam.)

Besides models, Prince Hendrik also donated, as the Yacht Club Yearbooks have regularly recorded since 1853, almost every year a number of “highly important books and illustrated works relating to maritime affairs” to the society.

The prince entertained the idea that the book collection of the Yacht Club could in time grow into a “commercial library” for the city of Rotterdam; the staff provided for in the draft statutes of this library would have to strive “to bring about, in the interest of the commercial city, a collection of books, plates, maps, and manuscripts relating to shipping, trade, colonies, and industry, or sciences related thereto…”; besides members of the Yacht Club, other interested parties could also become members of this library, which they would gladly have given a place in the immediate vicinity of the Rotterdam exchange.[20] The prince urged the Council to contact the Chamber of Commerce of Rotterdam and the Rotterdam Department of the Netherlands Society for the Promotion of Industry to work out a plan for this. The prince’s idea was never realized. The small library, whose foundation he laid, did grow into a maritime book collection with more than 9,000 titles of books and periodicals.

Prince Hendrik also never hesitated to make a financial contribution to the maintenance of the institution whose general importance he so clearly endorsed. And he was often called upon in this respect.

The Yearbooks of the Yacht Club for 1854 and subsequent years give clear evidence of the financial worries into which the society increasingly fell. The Yacht Club apparently did not live vigorously enough in Rotterdam society; the membership — and with it the main source of annual income — declined, and the burdens that the maintenance and operation of the club building entailed consequently weighed ever more heavily on the budget.[21] As early as the end of 1854, the question arose as to whether the financial condition of the society would permit the organization of a race in 1855. Prince Hendrik strongly opposed in the Council the possible cancellation of the race; he personally deposited fl. 900,- into the Yacht Club treasury, and his uncle Prince Frederik contributed another fl. 2,000,-. Prince Hendrik also proposed that the shareholders in the society building forgo the interest on their

shares for a period of five years. Because “many shares are in the possession of private individuals from whom no sacrifice on behalf of the Royal Netherlands Yacht Club can be expected,” the proposal met with no response. The prince then donated five of his own shares in the association building to the Yacht Club, plus an unspecified sum of money.[22]

In 1871 the financial position of the Yacht Club had deteriorated so much that the building on the Willemskade would have to be sold to help the society out of debt to some extent. Under those circumstances, a delegation from the Council, apparently at the request of Prince Hendrik, visited him in November of that year in Luxembourg, where he was then staying. Together it was decided to make one more attempt to put the Yacht Club back on its feet. The society would purchase the Yacht Club building in the prince’s name for fl. 103,000,-, the amount needed to meet the demands of the creditors. The society received the funds needed for the purchase on very favorable terms from the prince and through him from some other lenders. The Yacht Club would then lease the building from the prince under the customary conditions for a period of 47 years. On January 1, 1919, the building would then automatically become the property of the society, provided the loan had been repaid and the agreed conditions otherwise satisfied.[23] At the same time, the prince lent the Yacht Club a sum of fl. 17,000,- in 1872 on the same favorable terms to cover the cost of restoring the building and the alterations needed to make it partly suitable for use by tenants such as the State Railways and the State Telegraph. Despite all the good intentions of the prince and others, and notwithstanding the support provided by them, financial worries continued to haunt the Yacht Club. In 1873 the Council therefore decided, on the proposal of society member C. M. C. Obreen, to change the Model Room, accessible only to Yacht Club members, into a Maritime Museum open to everyone on payment of an entry fee. On February 3, 1873, Obreen presented a memorandum to the Council in which he argued, among other things, “that in this way the practical objective that the Society of the K.N.Y.C. sets itself in Article I of its Statutes is promoted, namely the promotion of everything concerning the Merchant Marine and the Navy.”[24]

First race of the Netherlands Sailing and Rowing Society in Amsterdam on September 13, 1848. Here the arrival of the large sailing yacht class is depicted. The winner is greeted with a cannon shot. “Schoener no. I” lies in third place. Prince Hendrik had also entered with his four-oared gig “De Eersteling.”

Drawing in pen and brush by J. Hilverdink.

Prince Hendrik fully agreed with this plan and once again made an “considerable financial contribution” available to carry it out. On February 15, 1874, the Maritime Museum of the Royal Netherlands Yacht Club opened to the public. A brochure of March 1873 announced that “… the newly

established Museum will be divided into the following three main sections: 1°. Advances in the field of steam navigation and modern shipbuilding, equipment of ships and further maritime industry, visually represented in models, manufactured products and other objects; 2. as a contribution to the history of our glorious maritime affairs — the models and objects relating to shipbuilding, equipment of ships and further maritime industry of earlier days, arranged in chronological order; and 3°. the Library of the Yacht Club."[25]

On January 13, 1879, Prince Hendrik died, the great driving force behind the Yacht Club — "both the spirit that inspired it and the material force that supported it."[26] The chairmanship of the society was offered to Prince Alexander, the youngest son of King William III; he announced that he would accept it "if the deficit in the accounts were settled."[27] There was, however, no chance of that, certainly not with the rapid decline in membership that was occurring. On May 5, 1880, the Royal Netherlands Yacht Club was dissolved. The municipality of Rotterdam purchased the Yacht Club building. The Maritime Museum continued to exist as a private institution; it was allowed to use the necessary spaces in the building free of charge for its work; King William III permitted, as a tribute to the great driving force behind the Yacht Club and museum, the addition of the name "Prins Hendrik" after the designation Maritime Museum.

In the above, we have dwelt extensively on Prince Hendrik's involvement with the Rotterdam Royal Netherlands Yacht Club. It was with this rowing and sailing society that he also always maintained the most intensive contact. However, the other societies active in this field in the country also enjoyed his warm interest.[28]

The prince was an honorary member of the Royal Netherlands Sailing and Rowing Society, founded in Amsterdam in 1847. Previously he had tried in vain to repair the breach that had arisen between the Amsterdam members of the Yacht Club and the Council of that society; this had been caused by dissatisfaction on the Amsterdam side about the overrepresentation of Rotterdam on the Council and by a number of financial points of dispute. Two of the prince's ships took part in the first race of the K.N.Z. & R.V. on the IJ on September 30, 1848; he himself was also present.

Prince Hendrik became a member of the "Royal Rowing and Sailing Society 'De Maas'," founded in 1851, whose objectives were almost entirely identical to those of the K.N.Y.C.

("De Maas" took over all the Yacht Club's material in 1880.)

In 1865 the prince accepted the patronage of the Sneek Sailing Society. He repeatedly attended the annual Sneek sailing race and once also took part in the competition with his schokker yacht "Watergeus." Furthermore, the prince also managed to enthuse various people in Friesland for his views on

the role that sailing and rowing societies could play in stimulating interest in the merchant marine and navy. The sailing societies “Oostergoo” and “Workum” both set themselves the goal of “stimulating and encouraging the practice of shipping”; both societies had a fund from which the equipment was financed for young people who were interested in sea service and who were permitted to go and study nautical science in Harlingen or on Ameland. Prince Hendrik accepted the patronage of both societies.

(L. M. Akveld)

View of the building of the Royal Netherlands Yacht Club in Rotterdam, designed by W. N. Rose, which was put into use in 1851.

Engraving by F. Hablitschek.

The arrival of King William III at the Yacht Club building on May 21, 1874.

Woodcut (no. 8) by Henri Havard, from the memorial of the jubilee festivities in May 1874.

Yearbook 1968–1972, also jubilee edition 1847–1972 of the Royal Netherlands Sailing and Rowing Society. Amsterdam, 1972.

Royal Rowing and Sailing Society “De Maas” 1851–February 17, 1951. Rotterdam, n.d. H. Halbertsma, Sneeker hardzeildag. An important chapter from Frisian folk life. Amsterdam, n.d. - H. G. van Slooten. The History of the Royal Sailing Society “Oostergoo” 1848–1973. Leeuwarden, 1973.

Prince Hendrik and Luxembourg (1850–1879)

The person of Prince Hendrik is naturally closely connected with the history of Luxembourg in the 19th century. He stands at the crossroads of relations between the Kingdom of the Netherlands and the Grand Duchy; moreover, he is closely involved in the international crises insofar as they raise the Luxembourg question. The cause of the tensions, both with the Netherlands and with its immediate neighbors, lies primarily in the complicated international relations of the Grand Duchy; further, though to a lesser degree, factors of a personal nature play a role: the characters of the persons involved.[1] The main difficulties arise from the extremely complicated

[1] La belle histoire contemporaine du Grand-Duché de Luxembourg by A. Calmes, Brussels-Luxembourg, 5 volumes from 1939 to 1971, unfortunately does not go beyond the year 1848. It can be supplemented with two books by his son, Chr. Calmes, devoted to the crisis of 1867 to 1872: L’affaire du Luxembourg 1867, Lux. 1967, and Le Luxembourg dans la guerre de 1870, Lux. 1970. The work of Pr. Müllendorff, Luxemburg unter Wilhelm II und Wilhelm III, 1840-1889, published in 1940 by J. Mersch, is very valuable. This is not a study in the proper sense, but only factual material, collected with a

legal status of the Grand Duchy. This was expressly declared an independent state at the Congress of Vienna. Article 67 laid down the main provisions of its status: Luxembourg was granted to the King of the Netherlands “in perpetual possession to him and his successors in full ownership and sovereignty.”[2]

Since Luxembourg was to serve as compensation for the principalities of Nassau-Dillenburg, Siegen, Hadamar, and Dietz, which had been ceded to Prussia, Article 67 states that the Grand Duchy “shall form one of the states of the German Confederation and the prince, King of the Netherlands, shall be a member of that Confederation as Grand Duke of Luxembourg with all the claims and privileges enjoyed by the other German princes.” The city of Luxembourg was to become a Federal fortress.

William I decided, disregarding the treaty, to treat Luxembourg as a province of the Netherlands.

The constitution was extended to Luxembourg; a group of Luxembourg notables accepted this annexation of their country without opposition.[2] National feelings did not yet exist in Luxembourg in 1815.

Luxembourg’s affiliation with the Kingdom of the Netherlands explains why in 1830 the vast majority of Luxembourgers joined the Belgians in their revolution, though not for the same reasons; political and religious grievances played hardly any role for Luxembourg; the complaints about fiscal exploitation and the domination of foreigners in the administration of their country explain the discontent of the Luxembourgers.[3]

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view to a study that was made impossible by the death of the author. One may further consult V. Molitor, Histoire de l’idéologie politique dans le Grand-Duché de Luxembourg de 1841 à 1867, Lux. 1939. The best study concerning the crisis of 1867 to 1872 remains that of K. A. Schierenberg: Die deutsch-französische Auseinandersetzung und die Luxemburger Frage dargestellt vor allem an der Luxemburger Angelegenheit des Jahres 1867. In: Publications de la Section historique de l’Institut grand-ducal, vol. 65 (1933), pp. 165–262. Although outdated, the work of J. Joris gives interesting extracts from the newspapers of that time: Une page d’histoire du Grand-Duché de Luxembourg, 1867-1872, Lux. 1888. For a recent overview of contemporary history see G. Trausch: Histoire contemporaine du Luxembourg de 1839 à nos jours, Lux. 1975.

[2] A. Calmes, Naissance et débuts du Grand-Duché 1814-1830, vol. I of the Histoire contemporaine du Grand-Duché de Luxembourg, Lux. 1971, pp. 99-III.

[3] A. Calmes, Naissance et débuts du Grand-Duché 1814-1830, vol. I of the Histoire contemporaine du Grand-Duché de Luxembourg, Lux. 1971, pp. 99-III.

The Treaty of the Twenty-Four Articles (1831), which was not applied until 1839, was to settle the Belgian-Dutch dispute by the division of Luxembourg. Henceforth the Grand Duchy, now limited exclusively to the German-speaking territories, no longer had any direct geographical connection with the Netherlands. From that moment on, the task was to draw the conclusions from the new situation. William I eventually understood that he had to give Luxembourg a separate administration, but he made the serious mistake of entrusting this to foreigners, notably Germans. Luxembourg, a small state now reduced to an area of 2,586 km² with a population of 175,000 in 1839, could not stand economically on its own feet, and William I therefore forced it in an authoritarian manner to orient itself toward its eastern neighbor, Germany. William I's abdication (1840) marked a turning point. His successor William II pursued a new policy toward Luxembourg; he understood that he had to let Luxembourg be administered and governed by the Luxembourgers themselves. Reluctantly, he found himself compelled to finalize the economic negotiations with Prussia — that was ultimately the only acceptable solution, and the Luxembourgers would eventually become aware of it. In 1842 the Grand Duchy became a member of the "Zollverein."

The international relations of the country became even more complicated as a result: this autonomous state, connected to the Netherlands by a personal union, was a member of the German Confederation with a German garrison in the capital — and of the Customs Union. Did there not lie the danger that the Netherlands, through its commitment to this arrangement, would sooner or later become entangled in it and be dragged into international complications? The fear was not unfounded, and from that time onward voices arose in the Netherlands calling for an end to relations between the two countries. At first these voices found no hearing, for the new sovereign, William II, showed an unexpected interest in his Luxembourg possession. In 1841 he granted it a constitution, listened to the complaints of the Luxembourgers and took ample account of them.

Berg Castle, purchased by King William II as private domain in 1843, later inhabited by Prince Hendrik, today the summer residence of the Grand Ducal family.

Porcelain plates, porcelain factory Senz in Echternach. It is a significant fact that William II, during the revolutionary upheaval of 1848, allowed the Luxembourgers full freedom to draft a new constitution in a liberal spirit.[4] The work of the constituent assembly would result in the constitution of 1848, which not only established modern freedoms but at the same time granted, within the parliamentary system, a certain predominance of the legislative power over the executive power, to such an extent that one could speak of a "republican-tinged" constitution. William II let the assembly

[4] See A. Calmes, Le Grand-Duché de Luxembourg dans la Révolution belge (1830-1839), vol. II of the Histoire contemporaine, Brussels 1939.

proceed, which is not to say that he agreed with the, in his eyes too liberal, orientation of the new constitution. By tactful intervention he even succeeded in preventing the principle of the sovereignty of the nation from being explicitly laid down in the text, even though this principle underlay the main provisions. The 1848 constitution and the elections held under it meant for Luxembourg the victory of the progressive liberals, gathered around the three Metz brothers — the true founders of the modern Luxembourg iron industry — over the theoretical liberals who had been in power since 1839 and whose course of action was mainly determined by anti-clericalism and Orangist sentiment. True to his promise, William II had sworn the oath to the new constitution, although in many respects it did not accord with his own views. Herein lay material for future conflicts in which Prince Hendrik would be closely involved! Another source of possible difficulties lay in the fact that Luxembourg belonged to the German Confederation, for, after it had temporarily retreated into the background in 1848, the Frankfurt Diet would return to more reactionary views and certainly would note the contradiction between the liberal regime of Luxembourg and the demands of the Confederation. The premature death of William II (1849) had serious consequences: without having approved the constitution in all respects, William II had nonetheless accepted it and decided to play along. This would not be the case with his successor. Authoritarian and imbued with monarchical principles, William III accepted the liberal Luxembourg constitution only reluctantly, awaiting an opportunity to rid himself of it.

Such, in broad outline, was the difficult, not to say thorny, situation in which the young Prince Hendrik had to find his way as deputy of the King-Grand Duke. He was thirty years old in 1850 when the King transferred power to him. Nothing — neither his prior education, nor his experience, nor his character — had prepared him for his new task. Some of the difficulties he would encounter in Luxembourg are attributable to this.

When Hendrik came to settle in Luxembourg, he chose as his residence the simple “castle” of Walferdange, which had housed a stud farm in 1826. Walferdange is a small village about 10 km from the capital, but outside the fortress area where a Prussian garrison was always stationed. The Prince, moreover, stayed only part of the year in Luxembourg, usually in the autumn, when he came to open the debates of the Chamber of Deputies. The Prince’s relations with Luxembourg, its authorities and its inhabitants, were fairly complicated and went through various phases. They improved considerably over the years. One can broadly distinguish two main periods: the first, running from 1850 to 1860, during which relations were generally tense, at best merely indifferent, at worst difficult, indeed downright bad. From 1860 onward, as political passions gradually subsided and a serious international crisis (1866–1872) took shape — during which the Prince, without any regard for himself, exerted all his energies for the survival of the country — new relations developed between the Prince and the Luxembourgers, so that Hendrik came to be regarded as the true sovereign

of Luxembourg. At times the relationship between the Prince and the Luxembourg ministers remained tense, but the cause lay not in politics but in the Prince's character and temperament.

As a result of the elections held in 1848 in accordance with the new constitution, the Lafontaine government had to give way to the new Willmar-Metz combination, imbued with reformist ideas. The Orangists, now ousted from government, sulked and withdrew irritably into opposition to prepare for revenge, eagerly watching for any possible weakness of the government. It was into this climate of tension and suspicion that the young Prince-Stadtholder suddenly found himself transplanted. He would soon have to take sides, and given his authoritarian nature and conservative convictions, his choice was easy to foresee. Throughout his later life he would remain allergic to the Metzes and their leader Norbert (1811–1885). The Willmar government, however, also faced the reproach that it had resorted to certain highly questionable administrative practices. With respect to certain requests from abroad, it pursued an ostrich policy. In response to the military demands of the Frankfurt Diet and the financial claims of the Dutch government, it maintained complete silence. Prince Hendrik reported to the King. Without thereby approving the liberal views of the Willmar cabinet, he nevertheless remained loyal to the individuals.

In this we find a character trait of the Prince: although initially distrustful, he remained loyal to the government once he had become accustomed to working with the ministers. It was in no way the Prince's fault when the King suddenly decided to dismiss the Willmar government (September 22, 1852). Hendrik lent himself "with displeasure" to signing Willmar's dismissal and forming a new government under the chairmanship of Mathias Simons (1802–1874).[7] For William III, "the time had come to make short work of all the sluggishness, all the abuses, and all the reprehensible principles with which the departed administration had been tainted."[8] The change of government was thus not merely a matter of persons or administrative efficiency; it was a matter of "reprehensible principles," read: the principles of 1848 which, as laid down in the text of the 1848 constitution, restricted the privileges of the sovereign.

The new Simons cabinet would be a government of order and authority. Prince Hendrik would see Emmanuel Servais (1811–1890) appear in it, with whom he would regularly have differences of opinion throughout his entire Stadtholdership. Hendrik would need time to get used to other people, but once trust had been established, he would sincerely support them. The relations between the new government and the liberal majority in the Chamber were difficult and quickly deteriorated. William III was determined to amend the 1848 constitution in an authoritarian direction. The goal to be pursued was twofold: a restriction of political freedoms would bring the constitution into line with the demands of the Frankfurt Diet. At the same time, the "provisions… that are contrary to the principle of Kingship" would

be deleted. In effect, a revision of the constitution was intended. The King himself pushed for this revision; at first he thought he could achieve it legally through a good understanding with the deputies. To bring about a docile majority, he resorted to the classic scenario: dissolution followed by new elections. The result was disappointing. The King-Grand Duke then decided on the direct path: dismissal of the deputies and permission **for a constitutional revision without co-signature by the ministers. In short, the path of a coup d'état.**

True to his nature, Prince Hendrik had tried to avoid a solution by force. He had taken great pains to persuade the liberal majority of the Chamber to agree to a few amendments to the constitution. It was a vain effort. The Prince would retain bitter feelings from it. Norbert Metz was for him the irreconcilable enemy, for whom he would harbor antipathy all his life.

When William III definitively decided to use force, Prince Hendrik agreed with him on the core of the problem but not on the tactics to be followed.[5] The King planned to present it as if the operation — cautiously referred to in correspondence as "the great affair" or "the important task" — was under the responsibility of the Frankfurt Diet. This was his standpoint when the coup d'état finally took place on November 27, 1856. This presentation of the matter had the advantage that the King was protected, for now his authoritarian nature had free rein without direct danger of a countermove in the Netherlands. The Prussian envoy in The Hague, Königmarck, thought that Luxembourg was, so to speak, to serve as a "trial balloon," to see how one could rid oneself of a liberal regime and return to monarchical principles, that is to say, to personal power. That intervention by the Confederation was emphatically pointed out was in this context merely a convenient means to conceal the real game from the eyes of the Dutch nation.[6]

We cannot pronounce on this hypothesis. It is, however, true that the Diet exerted no pressure whatsoever in the Luxembourg question, and that the soundings De Scherff made in this regard in Frankfurt certainly did not point in that direction. If the King thus entrenched himself behind pressure from the Diet, he was grossly exaggerating.

Prince Hendrik, who was beginning to understand the mentality of the Luxembourgers rather well, showed clear insight. Since his arrival in Luxembourg he had been able to observe that a strong national consciousness was emerging among the Luxembourgers. He warned his brother that they "attach great importance to their nationality. Proposals arising from the free will and conviction of their Sovereign, they would accept, whereas they would oppose them if they saw that they had been brought about through some foreign interference."

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[5] Mersch, "Les Rois des Pays-Bas", op. cit., pp. 238–239.

[6] Mersch, "Les Rois des Pays-Bas", op. cit., pp. 238–239.

No one listened to Hendrik. In these years the relations between the two brothers were not always good. It happened that the King communicated directly with Simons, the president of the government, behind the Stadtholder's back. In May 1856 the government, as a final preparatory measure, was again reworked in an authoritarian direction, and then the Prince, on October 7, announced the King's plans at the opening session of the Chamber. The address of the Chamber, presented on October 21, contained a blunt refusal by the liberal majority to lend itself to such a course of action. The address contested the throne speech point by point and ended with the hope "that the former political freedoms granted to the Luxembourg people in 1815, in 1841 and in 1848 by the Illustrious House of Orange-Nassau, will not be taken from us to make way for a regime that takes no account of our customs and is contrary to our level of civilization."[7]

Prince Hendrik was deeply offended; on October 26 he informed the deputies in his reply that he was "painfully affected" by the address of the deputies. He "expressly protests against the deceitful content of their reply, for never has the House of Orange intended to abolish the freedoms of the peoples over whom it rules..."[12] Since government and Chamber could not agree, the majority of the deputies declared that the government no longer enjoyed the confidence of the Chamber. The government, which remained in office, declared the session closed; on November 27 the revision was assented to, the revision took place unlawfully — it was a "coup d'état." In this matter Prince Hendrik was merely a political instrument of his brother; he followed his orders out of a sense of duty, for even if he did not sympathize with the liberal views of the majority of Luxembourgers, he in no way approved of the

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[7] La belle histoire contemporaine du Grand-Duché de Luxembourg by A. Calmes, Brussels-Luxembourg, 5 volumes from 1939 to 1971, unfortunately does not go beyond the year 1848. It can be supplemented with two books by his son, Chr. Calmes, devoted to the crisis of 1867 to 1872: L'affaire du Luxembourg 1867, Lux. 1967, and Le Luxembourg dans la guerre de 1870, Lux. 1970. The work of Pr. Müllendorff, Luxemburg unter Wilhelm II und Wilhelm III, 1840-1889, published in 1940 by J. Mersch, is very valuable. This is not a study in the proper sense, but only factual material, collected with a view to a study that was made impossible by the death of the author. One may further consult V. Molitor, Histoire de l'idéologie politique dans le Grand-Duché de Luxembourg de 1841 à 1867, Lux. 1939. The best study concerning the crisis of 1867 to 1872 remains that of K. A. Schierenberg: Die deutsch-französische Auseinandersetzung und die Luxemburger Frage dargestellt vor allem an der Luxemburger Angelegenheit des Jahres 1867. In: Publications de la Section historique de l'Institut grand-ducal, vol. 65 (1933), pp. 165–262. Although outdated, the work of J. Joris gives interesting extracts from the newspapers of that time: Une page d'histoire du Grand-Duché de Luxembourg, 1867-1872, Lux. 1888. For a recent overview of contemporary history see G. Trausch: Histoire contemporaine du Luxembourg de 1839 à nos jours, Lux. 1975.

King’s course of action.[13] He would, however, follow it faithfully and do his utmost to implement the new regime. But the Prince’s somber forebodings would be borne out by the subsequent course of events. The new regime failed to gain a firm foothold. To be sure, the Luxembourgers would refrain from any form of violence, but the love for their freedoms was so deeply anchored in their customs that it was impossible for the government to translate the new ideas into practice. For half a year the government governed by legislative decrees; it changed the electoral law in favor of the conservatives. Nothing helped; it failed to win a majority in the Chamber of Deputies, now renamed the States Assembly.

Thus the dialogue between the government and the politicians in the country had completely broken down. Luxembourg, however, was not a country of blazing passions; usually reason prevailed, provided that both contending parties declared their willingness to compromise.

The Simons government tried to find some basis for agreement; the opposition was prepared to make concessions.

From 1858 onward both parties took the first cautious steps on the road to reconciliation. While Simons and Metz were sounding out the terrain, Prince Hendrik, curiously enough but entirely in keeping with his character, showed the greatest possible restraint. He found it difficult to overcome his distrust. He called Metz “certainly the political enemy par excellence of the government.”[14] Gradually his opinion changed, but, as always, it cost him much time to change his opinion also with regard to people. William III for his part remained on his guard.

Reconciliation, however, came about, and the government seized the opportunity created by the opposition to also embark on the path of concessions. In 1860 a weary Simons resigned the presidency, and the new government, chaired by Tornaco, united in itself the former adversaries.

That marked the end of the great disputes over the internal organization of the young state of Luxembourg. Ultimately, the proponents of the King’s influence had lost.

For reasons of expediency, one initially confined oneself to making practical changes, pending a good opportunity to return to the liberalism of 1848. This happened in 1868. Once Prince Hendrik had accepted the policy of accommodation, he would contribute with conviction to the reconciliation. At the opening of the Railways (October 1859), the Prince declared at the end of a banquet “that he had forgotten all the unpleasantness of the past.” Reconciliation came just in time, for outside, dark clouds were gathering on the horizon, and the future of Luxembourg was threatened by serious dangers. The problem was caused by two factors. First, the precarious international status of Luxembourg. It was the personal possession of the Grand Duke, who could consequently dispose of it; the person who currently

held it, William III, was not at all attached to Luxembourg — all fine occasional words could not conceal that fact.[8] Added to this was that this small state was so diminutive in size that it scarcely seemed viable. The three neighboring states, France, Germany, and Belgium, were eyeing the prize, for each of them believed, on various grounds, that it could assert rights to Luxembourg. In this context it is therefore not surprising that at regular intervals rumors surfaced about a change in the status of Luxembourg. A notable fact is that Prince Hendrik, who had had to endure the necessary disappointments in all the vicissitudes of domestic history, proved himself an ardent defender of an independent Luxembourg, very often, of course, against the views of his brother.

In January–February 1859 news appeared in certain newspapers about secret negotiations between the Netherlands and Belgium concerning a possible cession of Luxembourg to Belgium, in exchange for other territory, of course. Hendrik admitted that this news had filled him with “great concern”; he immediately contacted the King to obtain an explicit denial. He informed the President of the Luxembourg government, M. Simons, “that the King values his possession too highly to cede it at any price.”[16] The reality was, of course, quite different; the events of the 1860s would show that.

If the Luxembourg question arises so repeatedly in the 19th and 20th centuries, this happens according to a fundamental law: as soon as a European conflict threatens and established boundaries are at stake, it surfaces immediately and, as it were, spontaneously. This would occur twice in quick succession: 1866–1867 and 1870–1871. Prussia’s lightning victory over Austria at Sadowa in 1866 was bound to have its repercussions on the Grand Duchy. The dissolution of the German Confederation and the formation of a new North German Confederation (of which Luxembourg did not become a member) would raise the question of Luxembourg’s future. The maintenance of the Prussian garrison, for which there was no longer any legal reason, and the compensation policy pursued by Napoleon III eventually culminated in the crisis of 1867.

The origin of this lay in the fact that William III wanted to rid himself of the Grand Duchy, while Napoleon was very eager to acquire it. On March 19, 1867, the King declared to Baudin, the French envoy in The Hague, that he agreed in principle, but it was to remain secret.

At the same time, Prince Hendrik, who was staying in The Hague, took steps to save the independence of Luxembourg.[9] He was aware that a critical phase had been reached in The Hague, but it was clear that he was not

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[8] On the occasion of a visit to Luxembourg in 1883, Willem III exclaims: “I greet you, my dear and ever faithful Luxembourgers. It delights me to be among you.” A. Herchen, Manuel d’histoire nationale, Lux. 1918, p. 145, a phrase that has been repeatedly reproduced in the numerous reprints this handbook has seen.

involved in the negotiations. The French diplomats distrusted him: “Prince Hendrik is decidedly hostile to us,” Baudin would say.[10] Prince Hendrik tried, through contacts with the Luxembourg government, which had been led by Victor de Tornaco since 1860, to actually find a solution to save Luxembourg. On March 16, 1867, he urged the government to the greatest possible activity in every field: “nothing will better strengthen national consciousness and the sense of independence.” Throughout the crisis of 1867, Prince Hendrik would encourage the Luxembourg government to act more forcefully, for he was struck by the remarkably passive attitude of this government, particularly that of its leader. Not everything was clear in Tornaco’s attitude, but one gets the impression that he had already resigned himself to Luxembourg being ceded to France. That would at least explain the astonishing apathy of the government toward an interesting initiative by Prince Hendrik. On March 22, 1868, the Prince submitted to the government a settlement of the Luxembourg question based on the following points: the Prussian troops would have to evacuate the fortress of Luxembourg and be replaced by Luxembourg soldiers, and Luxembourg would be declared a neutral state, whose independence would be recognized by the powers that had signed the 1839 treaty.

Bust of Prince Hendrik as Lieutenant-Admiral, circa 1870. Anonymous, German.

This was in fact, five weeks earlier, already the solution that the London Conference would arrive at. Prince Hendrik concluded his letter of March 22 by saying: “if you are of the opinion that my plan is feasible, it is up to you to come forward with a proposal to have it adopted.” Well, the Luxembourg government did not react in any way to this initiative. Em. Servais, who participated in the London Conference and would succeed Tornaco in 1868, gave the following explanation for this: “since she (the government) did not have sufficient influence to enforce her point of view, she pursued a policy of abstention, which seemed to her the least likely to stake her responsibility.”

Prince Hendrik, far from approving this attitude, now attacked with even more vigor. In his letter of March 27, 1867, he burst out: “Why, now that your fatherland is threatened by the greatest danger, do the government newspapers not call for enthusiastic expressions of the Luxembourgers’ will to maintain their independence?” And addressing the ministers, he added: “Once again, stir yourselves for the holy and just cause you represent. Do not hesitate to tell the full truth; every hour of delay can worsen the situation.”

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[9] On this campaign, see the letters of Prince Hendrik in the State Archives in Luxembourg (A.E.L.), H, dossier 28.

[10] Les origines diplomatiques de la guerre de 1870-1871, vol. 15, Paris 1924, p. 79.

At the very moment when Napoleon III and William III were preparing to sign the agreement, Prince Hendrik telegraphed (March 30) authorizing the government to categorically deny the transfer of Luxembourg — a report that had been “spread in a devilish manner by the newspapers.” Was Prince Hendrik here making a final attempt to sabotage the operation? This (counter-)report naturally sowed confusion.[11] On April 1, 1868, Benningsen interpellated in the Reichstag, Bismarck opposed the cession of Luxembourg, and Napoleon III was driven into a corner. For several weeks war seemed inevitable. In Luxembourg, where the population had long been kept out of everything and left in ignorance by its own government, people began to react in that month of April. Spontaneously a movement arose from which petitions in various tones came for the preservation of independence. Again there was a difference in attitude between the government and Prince Hendrik. The government tried to slow down the movement; the Prince, on the contrary, encouraged it. Of the various types of petitions, “the Prince approves only those which ask for nothing other than purely and simply the maintenance of our autonomy.”[21] One gets the impression that the government — that is, the highest authorities of the regime — did not consider the State of Luxembourg viable in the long run. At the very last moment war was still averted. On May 7, 1868, the Great Powers met in London to work out a compromise on the Luxembourg question; on May 11 a treaty was signed whereby the Grand Duchy received a new political status, solemnly recognized by the Great Powers: independence was maintained and the country was declared a neutral state; the Prussian garrison left the city of Luxembourg, whose fortifications were to be dismantled. Luxembourg remained, however, in the Customs Union, this moreover in accordance with the will of the majority of Luxembourgers. Apart from the dismantling of the fortress, this was entirely the solution that Prince Hendrik had recommended to the Luxembourg government on March 22 and which the latter had not taken up at all.

The continued existence of Luxembourg was in 1868 in effect ensured thanks to Franco-German rivalry (just as would be the case in 1918–1919 thanks to Franco-Belgian rivalry). The neutralization of an independent and disarmed Luxembourg was then the only possibility to save peace. That this also corresponded to the wish of the Luxembourgers did not carry much weight. But if anyone had rendered service to the salvation of Luxembourg, it was Prince Hendrik.[12] He seems in those critical moments to have been the only one who believed in an independent Luxembourg. His brother, the King, only showed interest in Luxembourg from the moment when cession to France was no longer possible. The attitude of Tornaco, the leader of the Luxembourg government, was not very clear and little in keeping with his office.

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[11] See Calmes, L’affaire du Luxembourg, op. cit., pp. 230 and 237.

[12] Calmes, op. cit., pp. 353–355.

One can again observe the Prince’s profound interest in Luxembourg when, the day after the signing of the Treaty of London, he attempted to reassure the authorities and the population about the future of the country. At the banquet of the Chamber of Deputies (see illustrations on following pages)

Prince Hendrik as Lieutenant-Admiral circa 1878. The Prince presumably wears here the Order of the Black Eagle of Prussia (neck chain with cross).

Anonymous lithograph, S. Lankhout & Co.

Princess Maria of Prussia circa 1878. Anonymous lithograph, S. Lankhout & Co.

11.M Published by HC Susan CHzn HENDRIK Price Slankhout & Citage, of the Netherlands Published by H. C. Susan CHzn MARIA S Lankhout & C Hage Prince Hendrik of the Netherlands.

he declared on May 6, 1868: “The Treaty of London is not a work of transitory nature, but most certainly of lasting significance, and those who would not believe in the maintenance of our political independence would be making a serious mistake.”[23] He knew very well what material difficulties awaited Luxembourg, but he wanted “that difficulties be faced dauntlessly.” Now that Luxembourg had taken a new direction, a change of government was a first requirement. On December 3, 1867, Tornaco made way for Servais. Immediately afterwards, Luxembourg, freed from the burdensome ties with the German Confederation, embarked on an extensive constitutional revision. There was no longer any reason to adhere to a constitution that had been imposed in 1856 by William III on a representative assembly that did not want it. The constitution of 1868 returned to the liberal principles of 1848.

The constitution of 1848, without expressing it in so many words, placed sovereignty with the people; that of 1856 placed it specifically in the person of the sovereign. The text of 1868 (art. 32) formulated the issue not too clearly, undoubtedly to spare the King’s feelings. This text said that the Grand Duke exercises sovereign power in accordance with the constitution and the laws of the country. Servais replied to Prince Hendrik, who was worried, that the new version “changes nothing in the meaning of article 32 of the constitution of 1856.” Prince Hendrik still watched carefully to ensure that the royal prerogatives were maintained in the broadest possible sense; in this respect his opinion had barely changed. He had, however, understood that the wind had definitively turned, and he would know how to adapt to the new reality, even if he himself was not convinced of its correctness.

The Prince’s struggle for the maintenance of the country’s independence, however, was far from over. The status of Luxembourg, established in 1867, would be severely tested during the Franco-German War of 1870–1871. At first France and Germany declared that they would respect Luxembourg’s

neutrality (July 16–17, 1870). But Germany soon showed itself annoyed by the sympathy that the Luxembourg population displayed for France. At the border a few small incidents took place; French soldiers retreated through Luxembourg and from there reached their units in France, sometimes with the help of the Luxembourgers. Then, on the night of September 24–25, 1870, a train with food supplies departed from Luxembourg station and succeeded in breaking the blockade and entering Thionville, a city 30 km away and surrounded by German troops. The action was the work of some (French) officials of the Eastern Company, which operated the William-Luxembourg railway network. The Luxembourg government was not aware of the operation. Bismarck sent a protest note on October 4; Servais replied on October 15 to convince him of the good faith of the Luxembourg government. It might have ended there had the German press not interfered and raised the Luxembourg question again. Some German newspapers openly demanded the annexation of Luxembourg by Germany; the German victories offered the opportunity to make up for the loss of 1867. Now great anxiety arose in Luxembourg, and again Prince Hendrik appeared on the scene. Since 1868, however, the problem lay differently. The Servais government was determined to fight for its independence, and the President of the government would lead forcefully and skillfully. Public opinion was united in the desire to maintain the status quo. These were two points on which Prince Hendrik could rely. At the time of events he was in The Hague. When the danger intensified, he decided to go to Luxembourg. His arrival was expected on October 21. The Prince had let it be known that he would gladly accept any spontaneous expression from the population. His arrival became a great patriotic manifestation: a large parade of the associations of the capital, the presentation of a petition. Prince Hendrik wished to reassure them, assured them of his devotion to their cause, but also added that “the future of peoples often depends on events over which men have no control.” He urged the chairmen of the associations “to constantly show foreign countries the proof of adherence to our neutrality” and “to work without faltering at the strengthening of our independence.”[26]

The situation worsened when on December 3, 1870, Bismarck sent another note. Pointing to a few insignificant incidents, he declared that the German government “no longer considers itself bound to take account of the neutrality of the Grand Duchy.”[27] The consternation in Luxembourg was great. The patriotic committee that had formed in October launched a large petition campaign. More than 44,000 signatures were collected. This number, in proportion to a population of slightly less than 200,000 souls in 1870, testified to the unanimity of the population. Servais replied on December 14 with a note rejecting Bismarck’s accusations.

The attitude of the Luxembourg population left no doubt, but Germany was in a position of power, and the fear of an attack on little Luxembourg persisted. Therefore Prince Hendrik personally took steps by playing his family connections. He appealed to the Tsar and wrote twice to the King of

Prussia to plead Luxembourg's interests. Hendrik acted here on his own initiative and thus happily completed the work of Servais. On January 6, 1871, Bismarck would send yet another threatening note; the King of Prussia would answer Hendrik that same day. Despite the harsh tone, negotiations were entered into. Prince Hendrik would write once more to the King of Prussia (January 14) to justify the attitude of the Luxembourg authorities. Eventually the danger passed. It seems that Bismarck had never aimed at the annexation of Luxembourg. The German Empire would, however, use its position of power to appropriate the operating rights of the William-Luxembourg railway network by taking over the Eastern Company. The German-Luxembourg negotiations proceeded with difficulty and were concluded by the Railway Convention of June 11, 1872. In this matter the weaker party had to yield to the "might" of the stronger. Public opinion in Luxembourg became agitated about the matter. A small group of notables was in favor of the solution advocated by Germany: those who had interests in the iron industry, such as N. Metz, for material reasons; others, such as Paul de Scherff, at that time President of the Chamber, because of their pro-German sentiments.

Prince Hendrik opposed Germany's seizure of the Luxembourg railways; he would have preferred the establishment of a national network. The Prince's temperament was the cause of a painful incident. At a banquet offered by the deputies to their president (January 14, 1872), Hendrik, in a heated disagreement with De Scherff, let fall the word "traitor." The newspapers seized upon the incident, and Prince Hendrik had to take a step back to prevent De Scherff's resignation.[28]

This incident shows, however, how much the Prince had identified with Luxembourg over the course of the years 1867–1872, how much he had ultimately made the standpoint of the "patriots" his own. He had become a truly Luxembourg prince, a true sovereign of the country. Over the years he gained in authority: in 1870–1871 he showed more self-confidence than in 1868. He took initiatives that he would not have dared to take a few years earlier without invoking his brother. Through the Luxembourg crisis from 1867 to 1872, this man was able to develop and prove his qualities as a statesman. At the same time, this prince, whose early years — the first ten — had been rather unhappy, had become the most popular figure in the Grand Duchy.

The Prince's first wife, Amalia of Saxe-Weimar, whom he married in 1853, contributed much to his popularity.[13] At her death in 1872, the Luxembourgers decided to erect a monument to her, which would be unveiled in 1872 in the presence of Prince Hendrik. William III would receive his monument in 1884 in the

The Prince as Lieutenant-Admiral circa 1872.

[13] Calmes, op. cit., pp. 496-499.

Engraving by P. J. Arendzen. On the occasion of the 25th anniversary of the Stadtholdership in 1875 of Prince Hendrik, this portrait could be purchased in various editions in Luxembourg.

The funeral of Prince Hendrik, 1879. Above: Castle (former stud farm) of Walferdange; center: Chapel ardente in the castle with the catafalque of Prince Hendrik, and: Study of Prince Hendrik in the castle. This engraving by P. A. Schipperus was “sketched on the spot and drawn on wood with the permission of H.R.H. Princess Hendrik.” heart of the city, but Prince Hendrik is still waiting for his. Prince Hendrik would die suddenly of a cerebral embolism

illness, measles Walferdange. as a result of an illness that was not serious in itself

on January 13, 1879, at the castle of Walferdange. To enable a correct judgment of Prince Hendrik’s work, a few more words should be added about his activity in favor of the railways. Hendrik was deeply convinced of the great importance of railways in a country like Luxembourg, which in 1850 still lacked good communication routes. Servais notes that “the railway question… had become a matter of constant concern for Prince Hendrik.”[30] As soon as the issue arose, the Prince became enthusiastic; he wanted to provide all parts of the country with lines, sometimes ignoring all considerations of practicality, for “he tolerated no contradiction in this respect.” So when, after the establishment of the William-Luxembourg Railway Company (1857), a second company was founded in 1865, it was given the name Prince Hendrik Company. The Prince also had a lively interest in agriculture. He liked to attend the meetings of agricultural societies to speak. He had a significant share in the founding of the International Bank (1856). Minister Thilges found that he “with the best intentions in the world was very annoying to the members of the government.”[31] He summoned the ministers at any random moment, paid no attention to whether it suited them, asked them for endless reports on all sorts of things. Prince Hendrik was not always someone with whom cooperation was easy. By temperament he expressed himself in overly vehement terms, which he subsequently regretted, and even when he was right, he sometimes caused painful incidents, as was the case with the reproaches to De Scherff. Through incautious words he would later come into strained relations with Servais. But his attachment to the Grand Duchy is one of the most striking things in the modern history of Luxembourg.

“Prince Hendrik was above all devoted to the Grand Duchy; I believe one can say that no Luxembourger was a better patriot than he,” Servais would say of him.[14]

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[14] Servais, “Autobiographie”, op. cit., p. 195.

“Generous Folly?” On Prince Hendrik’s Activities as a Financier

“With the understanding, however, that if my daughter[1] contracts a marriage and settles abroad, she shall have full ownership of her capital but shall not be able to transfer it elsewhere, and it must always remain in the State Funds or serve to encourage Dutch Industry,[2] and thus be lent to administrations, bodies or private individuals who promote it and give proper security for Interest and Capital” — thus King William I expressed in his will[3] the desire that the fortune he was to leave behind should remain serviceable to the national interest. His third grandson would not disappoint him in this regard. The first major financial transaction in which Prince Hendrik was a party concerned the guarantee of a loan of fl. 500,000, taken out with the Rotterdam trading house Anthony van Hoboken & Zoonen. In 1850 the Prince stood surety for interest and repayment of that capital, which was intended to finance the exploitation of tin deposits on Billiton. For this, the Prince and V. G. Baron van Tuyll van Serooskerken obtained a concession from the Indies Government in March 1852. This was transferred in 1860 by

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[1] La belle histoire contemporaine du Grand-Duché de Luxembourg by A. Calmes, Brussels-Luxembourg, 5 volumes from 1939 to 1971, unfortunately does not go beyond the year 1848. It can be supplemented with two books by his son, Chr. Calmes, devoted to the crisis of 1867 to 1872: L’affaire du Luxembourg 1867, Lux. 1967, and Le Luxembourg dans la guerre de 1870, Lux. 1970. The work of Pr. Müllendorff, Luxemburg unter Wilhelm II und Wilhelm III, 1840-1889, published in 1940 by J. Mersch, is very valuable. This is not a study in the proper sense, but only factual material, collected with a view to a study that was made impossible by the death of the author. One may further consult V. Molitor, Histoire de l’idéologie politique dans le Grand-Duché de Luxembourg de 1841 à 1867, Lux. 1939. The best study concerning the crisis of 1867 to 1872 remains that of K. A. Schierenberg: Die deutsch-französische Auseinandersetzung und die Luxemburger Frage dargestellt vor allem an der Luxemburger Angelegenheit des Jahres 1867. In: Publications de la Section historique de l’Institut grand-ducal, vol. 65 (1933), pp. 165–262. Although outdated, the work of J. Joris gives interesting extracts from the newspapers of that time: Une page d’histoire du Grand-Duché de Luxembourg, 1867-1872, Lux. 1888. For a recent overview of contemporary history see G. Trausch: Histoire contemporaine du Luxembourg de 1839 à nos jours, Lux. 1975.

[2] This word had a broader meaning in 1821 than today; it roughly denoted the concept for which we now use the term “economic activity.”

[3] Drawn up at Palace Laeken, 5 May 1821 - this will, with the various codicils added later, was published by M. van Riel in: Jaarboek Amstelodamum, 48 (MCMLVI), pp. 229–235.

the concessionaires (who had been joined in 1857 by John F. Loudon) to a public limited company with a capital of five million guilders, half consisting of preferred shares, on a portion of which the public could subscribe, and the other half of ordinary shares, which were allotted to the concessionaires as compensation for the contribution of the concession. In 1868 the Billiton Company was able to pay a dividend for the first time; by the end of 1892 it had earned 54 million.

By the time Prince Hendrik could collect the first dividends from the Billiton Company, his fortune had greatly increased from other sources. In 1850 the assets over which he could freely dispose had still been of relatively modest size: they then probably amounted to less than half a million, for the repayment of which he stood surety. The liquidation of his father's estate had only just begun — it would continue until 1874! — and his mother was still alive. Around the mid-1860s, however, the greater part of King William II's inheritance had been distributed among the beneficiaries, and on March 1, 1865, the Queen Dowager Anna Paulowna died. As his paternal inheritance, Prince Hendrik acquired, among other things, by agreement between the heirs of December 22, 1863, all private domains in Luxembourg, as well as the estates of Razot, Wyskoc and Chmielnik in Silesia, which together had an area of almost 3,500 ha. From his mother's inheritance — the liquidation of which proceeded considerably more smoothly — he received, among other things, Soestdijk (and the Tsar Peter's Cottage, which had once been given by King William I to his daughter-in-law). Besides these real estate properties, he inherited jewels, silverware, etc., and a substantial portfolio of securities. This wealth enabled Prince Hendrik to act on a scale that one may safely call princely as a financier for the benefit of "National Industry."

The Dutch merchant marine especially benefited from his willingness to do so.

In the 1860s, the merchant fleet under the Dutch flag, insofar as it participated in transoceanic traffic, still consisted almost exclusively of sailing ships. Almost the only important exception was formed by three clipper ships with auxiliary steam power,[5] which as such did not satisfy; after a few voyages the steam engine was therefore removed.

This fleet was mainly employed in the trade to the East Indies. When the construction of the Suez Canal was undertaken, at least some shipowners and other parties interested in shipping in the Netherlands also foresaw that the completion of this waterway would greatly worsen the competitive position of the sailing ship in traffic between Europe and Asia. A sailing ship that used the canal would not only have to pay canal dues but also towage fees — and this while the advantage of the sailing ship over the steamship lay mainly in its cheaper operation. This led a number of figures from Amsterdam shipping circles to form a committee

to prepare the establishment of a “direct steamship line” to the East Indies. On August 31, 1869, they went to Soestdijk for an audience with Prince Hendrik, who declared himself willing to assume the chairmanship.

Three months later, Prince Hendrik left with his wife “as a result of a most honorable request from His Majesty” from Walferdange Castle — his usual residence in Luxembourg — to attend the opening of the Suez Canal. For the journey from Brindisi to Egypt and then back to Naples, use was made of the Royal steam yacht “Valk,” which the princely couple could use free of charge; the remaining costs of the journey were borne personally by Prince Hendrik.

The following spring, a subscription was opened for shares in the new steamship line from Amsterdam to the East Indies. The Prince subscribed for a substantial amount, which he later doubled, but nevertheless at the close — on March 26, 1870 — only two-thirds of the sum considered minimally necessary had been raised. Prince Hendrik then personally appealed to the management of the Royal Factory of Steam and other Machinery, which had opposed the committee’s plans because it wanted the necessary ships built abroad, to cease its opposition. This had results, and partly as a result it was now possible to raise sufficient capital to allow the Steamship Company “Nederland,” with Prince Hendrik as “Honorary Chairman,”[9] to commence its operations. On May 18, 1871, its first ship, the “Willem III,” departed from Nieuwediep to sea. Two days later, however, came the report that the “Willem III” had burned down to the waterline (fortunately without casualties). Thereafter followed several other disappointments in the form of, among other things, price increases for ships ordered and an increase in Suez Canal dues. Thus there arose, as De Boer[4] puts it, “an uncomfortable mood around the company,” and a crisis of confidence even developed between the honorary chairman and the other directors of the S.M.N. This crisis could, however, be resolved in the spring of 1873 in a “frank discussion,” and the following day Prince Hendrik made available a credit of 800,000 guilders for the construction of a new ship; he had almost to be forced to accept interest of four percent. One year later, when the “Prins Hendrik” was lost in the Red Sea, he again promised financial support for building a replacement, proposing that the new ship be given the name “Voorwaarts” (Forward): “This company must not slow down in its development. We must not let ourselves be discouraged by any disaster in this national undertaking.” In that same year the Steamship Company “Nederland” turned a profit for the first time, and by 1877 the credits extended by the Prince to it had been fully repaid.

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[4] In that capacity he chaired 31 board meetings and 4 general meetings of shareholders (M. G. de Boer, Honderd Jaar Nederlandsche Scheepvaart, p. 117).

What Prince Hendrik did to better equip commercial traffic between the Netherlands and the Indies was not limited to his involvement with the S.M.N. When the Netherlands Indies Dry Dock Company was founded in 1872, he accepted the patronage and took a substantial block of shares.[11] In 1873 he began preparations for the establishment of a Dutch Trading Establishment at Port Said. Entirely at his own expense, a complex comprising warehouses, coal sheds, and a hotel was constructed there between June 1874 and November 1876 to a design by engineer A. Rouwenhorst Mulder. Everything needed for its furnishing was manufactured in the Netherlands. Here, however, he had aimed too high. The establishment “did not meet expectations” and was sold after his death by order of King William III.

The Rotterdam consortium that founded the Netherlands-America Steamship Company (later better known as the Holland-America Line) in April 1873 also asked Prince Hendrik to act as patron.

The royal yachts sail as the first ships through the Suez Canal, 1869. In front “L’Aigle” of Empress Eugénie, behind it the “Greif” of Emperor Franz Joseph, the “Preussischer Adler” of Crown Prince Friedrich of Prussia and the “Valk” of Prince Hendrik.

Lithograph after Riou by Ciceri & Morel Fatio.

NETHERLANDS-ENGLAND DAY AND NIGHT SERVICE. “LONDON-FOLKESTONE-VLISSINGEN VIA VLISSINGEN” “STATE RAILWAYS AND STEAMSHIP COMPANY ZEELAND. POST ROUTE VLISSINGEN-FOLKESTONE NIGHT SERVICE” “FOLKESTONE is one of the best Seaside Resorts in England. From July 1st cheap holiday tickets to and from Vlissingen and from there with return tickets Vlissingen-Folkestone.”

Poster of the Steamship Company “Zeeland,” which owes its existence to Prince Hendrik, circa 1880.

Here too the Prince took shares and did more. When the supply of American cargo to Europe increased so much that it was deemed desirable to acquire a fifth ship, but the shipping company itself did not have the means to do so, he formed a syndicate with the Groningen manufacturer W. A. Scholten, which in 1877 purchased the s.s. “San Marcos” and chartered it to the N.A.S.M. under the name “Schiedam.”[12]

The shipping company that owes most to Prince Hendrik, however, is the Steamship Company “Zeeland.” The initiative for the founding of this enterprise partly originated with him, and at the first issue of shares, in 1874–1875, he subscribed for no less than fl. 320,000. At the end of 1876 it seemed as if the company, to which Prince Hendrik had already advanced a large sum, while also supporting it by guaranteeing interest and repayment of part of a loan, would have to be liquidated: “the capital and more than

that was lost”[13] and the ships had proved so uneconomical in coal consumption that they absolutely had to be replaced. Prince Hendrik then, on November 26, 1876, concluded a contract at Walferdange with the board of the “Zeeland,” in which he unconditionally guaranteed the interest and repayment of a loan of three million two hundred thousand guilders, intended for the acquisition of two steamships, the operation of the business, and the repayment of current debts. In 1878, for the first time, a call had to be made on him to honor his guarantee obligation, and his treasurer, Mr. J. H. van Wickevoort Crommelin, was instructed to transfer 200,000 guilders to the account of the “Zeeland.” When he had executed the transaction, he wrote to the Prince on December 4, 1878: “How I felt upon learning of the wish of Your Royal Highness and its execution, I need not describe at length to Your Royal Highness, as you already know how I thought about the guarantee given, and how that affected me about two years ago. I am, alas, more and more confirmed in my most unfavorable feelings about that imprudent guarantee, and now that a first execution of it has already taken place, I can, looking to the future, unfortunately see nothing else in it than the destruction, within a few years, of the fortune of Your Royal Highness.”

His anxiety was understandable, also because he knew that Prince Hendrik had already borrowed large sums on the security of his securities and his Silesian estates. It was not, however, fulfilled. The High Heirs,[5] who on September 5, 1879, informed the representatives of the bondholders that they had decided “to fully fulfill the obligations arising from the guarantee” and in August 1882 redeemed the outstanding bonds,[6] were able, after the settlement of Prince Hendrik’s estate, to dispose of a favorable balance that ran into the millions (but was much less than the million mentioned by Bouman[7]).[16]

What Prince Hendrik did for the “Zeeland” Company prompted Tideman[8] to coin the phrase “generous folly.” “Generous” he certainly was toward it. We ask ourselves, however, whether he may be called “foolish” in this context. The “Zeeland” ultimately proved to be a viable enterprise and still exists today. Various other enterprises that Prince Hendrik helped off the ground flourished already during his lifetime. There is therefore, in our opinion, more

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[5] De Boer, op. cit., p. 160.

[6] These were Princess Marie, King Willem III and Grand Duchess Sophie.

[7] These bonds had a nominal value of fl. 2,913,000. As compensation, the High Heirs received up to half of that sum in shares in the Stoomvaart Maatschappij “Zeeland”, as well as a package of profit-sharing certificates. They suffered a significant loss on this transaction. The same applied to the arrangement made for the liquidation of the conditional claim that the High Heirs still had against the Company regarding advances made.

[8] J. J. Bouman, Op en om Oranje’s Troon, p. 214.

reason to characterize him, as the Rotterdamsch Nieuwsblad did on January 27, 1879, as one of the steamships “Prinses Amalia” and “Voorwaarts,” both put into service by the Steamship Company “Nederland,” in 1874 under steam in rough seas, circa 1878.

Oil painting by L. Donker.

Photo of the Dutch Trading Establishment in Port Said, built 1874–1876 at Prince Hendrik’s expense. *“cator sapiens”* — It is certain in any case that his role as financier was of great positive significance for the Dutch economy. How important it was becomes clear only when one considers that in Prince Hendrik’s time the Dutch investor still tended to show a strong preference for foreign securities.[18] The number of those who, thanks to him, nevertheless devoted part of their fortune to “National Industry” will not have been small.

The departure of Prince Hendrik aboard HNM frigate “Rijn” from the roadstead of Vlissingen for his journey to Scotland, Iceland, Newfoundland and Canada on June 2, 1845. Left in the foreground lies the “Rijn”; left in the background a paddle steamer and on the right another warship frigate and the royal yacht “De Leeuw.” Oil painting by A. Pleijsier.

PRINCIPI HENRICO FAVTORI MAGISTRI SOCIETATIS “NEDERLAND” NAVIBVS VAPORIS OPE IN INDIAM MITTENDIS. ITVR AD EXTREMOS INDOS; FERT FLAMMA CARINAS; AVSPICE TE BATAVVS; QVA FRETA FACTA RVIT

“Tribute of the Steamship Company ‘Nederland’ to the Honorary Chairman Prince Hendrik of the Netherlands, 1874.” Bronze medal by J. Elion.

The Prins Hendrik Foundation at Egmond aan Zee

A Brief Overview of Its History

From Local to National Institution

It is no coincidence that until recently the words “fisherman” and “fishing village” were very often used in combination with the adjective “poor.” Egmond aan Zee, a hundred years ago, also had the character of a poor fishing village. “The main means of livelihood lay in the practice of coastal fishing with flat-bottomed boats and the related trades… Coastal fishing was especially very uncertain and poorly remunerated in winter.”[1]

The poor-relief funds of the Old Episcopal Clergy and the Dutch Reformed Congregation — to which two denominations almost the entire population belonged — had only very limited means and could therefore do little to

[1] I. J. Brugmans, Paardenkracht en mensenmacht, pp. 399–400.

provide support in the real distress into which a large part of the village community fell every winter. This distress was abnormally great in the winter of 1870–1871 because Egmond aan Zee was then struck by a typhus epidemic that claimed many victims among the younger adults, breadwinners often not only for their families but also for their parents. It was during that same winter that at the meeting of the church council of the Dutch Reformed Congregation of December 13, 1870, the deacon Albert Wijker first raised the plan to establish — once again such an institution had previously existed in Egmond aan Zee[2] — a home for the elderly. This would make it possible to do more for at least a part of the needy population than to provide an allowance of one and a half guilders per person per week, which had to be reduced to fifty cents in summer. That the plan initiated by Wijker came to fruition was largely due to the then Egmond minister, Rev. A. van Laer Jr. It was his idea to form a separate committee for the collection of funds, and he also appears to have been the one who primarily ensured that action was taken far beyond Egmond for this purpose.

Among other things, a lottery was organized for which no fewer than 3,000 prizes were made available (including a “costly tablecloth” donated by Princess Amalia, who also made available a substantial sum of money).

A “literary bundle” was published under the title “For Fishermen Caught” (*Voor visschers gevangen*), which, with his permission, was dedicated to Prince Hendrik and to which various very well-known literary figures of the time — such as Elise van Calcar, Jan ten Brink, Jan Pieter Heye, and W. J. Hofdijk — contributed. A considerable amount was also raised by a collection trip to Amsterdam, during which the organizers of the campaign came into contact for the first time with A. C. Wertheim, who was active in both commercial (e.g., in the founding of the Steamship Company “Nederland”) and philanthropic fields. He immediately promised “to assist the committee where possible.” Soon afterwards he joined it and would thereafter serve the Prins Hendrik Foundation for many years as regent and later as chairman of the board of regents.

In February 1873 the capital collected was deemed sufficient to ask the architect of the Hoogheemraadschap van den Hondsbossche en Duinen tot Petten, who had earlier declared himself willing to prepare a building plan and budget, to honor his promise. In the autumn — in the meantime a foundation had been established, whose statutes were approved by the King on March 22, 1874 — construction work began. Rev. van Laer, Mr. Wertheim, and the secretary of the foundation board, Mr. G. E. A. van Hall, went to Amsterdam for an audience with Prince Hendrik to ask him to lay the first stone. For this purpose the Prince came to Egmond aan Zee on March 24,

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[2] G. E. H. van Hall in the commemorative booklet published on the occasion of the fiftieth anniversary of the Foundation (J. Maas, Prins Hendrik Stichting te Egmond aan Zee 1875–1925, n.p., n.d.), p. 7.

1874. After being greeted with the Wilhelmus and Wien Neêrlands Bloed, played by the musical corps of the Alkmaar civic guard, he was received on behalf of the board by the pilot commissioner E. Luitsz, a former naval officer who had once traveled with him on the “Bellona” on the voyage to the Dutch East Indies, and he granted audiences to several notables, including the mayor of the three Egmonds.

Around one o’clock “everyone proceeded to the site, where a platform had been erected. The chairman, Rev. A. van Laer, gave the festive address, in which he wove the request to henceforth call the foundation the Prins Hendrik Foundation. In his reply to that speech, His Royal Highness gave the much-desired consent, and amid thundering cheers the ceremony of the stone-laying was performed. The charter bearing the signatures of His Royal Highness, the members of the committee, and the authorities present was walled in. A luncheon was then held in the home of Mr. Luitsz.”[3]

On October 7, 1875, the Foundation was able to admit its first residents. There were five of them, a number expanded by three in 1876. Given the financial circumstances of the Foundation, there could have been more; there were, however, only three applicants. About the cause of this, the then director writes in the commemorative booklet published at the fiftieth anniversary: “The Egmonders thought that by being admitted to the P.H.S. they would lose their freedom; they had an aversion to living in an institution and thought that admission was synonymous with solitary confinement, at the very least deprivation of liberty. Of course completely wrongly, for the residents of the P.H.S. were as free as a bird in the air! Only a small part of the morning hours was taken up by performing household chores, but otherwise they could come and go as they pleased; only he who made improper use of his freedom was punished with house arrest, which, however, occurred only rarely and then mostly with the same person.” The regents did, however, regularly receive applications for placement from elsewhere.

In 1878 they drew the consequence from this and, by means of an amendment to the statutes, the Prins Hendrik Foundation was transformed into a home for elderly seamen over sixty years of age who had no right to care in a church institution for the elderly.

Continuous Expansion

By changing the Foundation’s objective, its board members had taken a decision to which certain risks were attached. It soon became clear, however, that they had not been too optimistic. Public interest, which had considerably waned (not surprisingly, as for a time it had seemed that the Foundation would prove a stillborn child), increased again. A campaign to raise money for expansion of the accommodation yielded so much that in 1882 work could begin on the construction of a new wing, which could

accommodate twenty residents. Three years later, Princess Maria and a number of other ladies made it financially possible to provide the entire building with “central heating.” At that time the accommodation was again expanded by paneling part of the attics. The number of applicants, however, continued to increase — the later director J. Maas attributes this, among other things, to the fact that with the gradual disappearance of the sailing ship from the Dutch merchant fleet, the need for seamen diminished and “the old hands were displaced by younger forces” — and in 1888 the building was again expanded, this time with a dining hall large enough for ninety residents. In 1889 the construction of an additional floor over the entire building followed. To raise the funds for this last purpose, a new collection campaign was organized, for which none other than Johan Braakensiek had drawn a fine and striking advertising poster. Besides through donations, all these alterations and expansions were made possible by very economical management. The land behind the building was largely laid out as a vegetable garden and fairly soon yielded a considerable part of the vegetables and potatoes needed for feeding the residents. The item “sewing, mending and repair wages” could be greatly reduced because female residents — in the meantime they had also begun to admit married couples — assisted in the making and mending of clothing. All this resulted in the cost of care, which had risen from 48 to 55 cents per person per day between 1875 and 1879, having fallen to 33 cents by the early 1890s.

The regents, in the meantime, faced the problem that, while the number of prospective residents continued to increase (at the end of 1893 there were 76 applicants), expansion of the building was no longer possible — both for hygienic reasons and because of the high risk that in the event of a fire a large part of the residents could not be brought to safety in time.

The common room of the Prins Hendrik Foundation in Egmond aan Zee, 1893.

Engraving after the drawing by E. S. Witkamp.

Advertising poster for the fundraising campaign held for the Prins Hendrik Foundation in 1889. Engraving by J. Braakensiek.

It was decided to launch a campaign for the establishment of a completely new building with accommodation for 200 persons. This was done “after much deliberation”: the necessary costs were estimated at no less than 100,000 guilders!

By the end of 1893 only 20,000 guilders had been raised. On July 8, 1894, however, another well-known philanthropist of the day, Mr. P. W. Janssen, donated 70,000 guilders, and a week later construction began on a site on the Voorstraat to the southeast of the existing building, which had in the meantime been donated by the Gülcher family. On July 8, 1895, the second Prins Hendrik Foundation, whose inventory had been largely manufactured

“in-house,” was festively put into use. A few years later, a separate ward for the sick was obtained, the construction costs of which were partly provided from a fund formed after the death of Mr. Wertheim as a memorial to him. This sick ward was given the name “Wertheim Pavilion.”

The Third Prins Hendrik Foundation

Although various important facilities had been added to the building occupied in 1895 over the years (such as the installation of a “steam-driven washing facility” in 1904, a major improvement to the sick pavilion in 1916, and the installation of new central heating in 1922), by the mid-1930s it had to be considered “completely worn out.” The economic crisis then prevailing, however, was no obstacle for the board of regents to once again draw radical consequences. The architect Corn. Elffers was commissioned to design a completely new complex, the construction of which began on August 12, 1935. So that the residents would only need to move once, it was built behind and “around” the existing buildings. On February 15, 1937, it was put into use. Few will disagree with the proposition that even now, nearly forty years later, it still feels spacious and fresh, comfortable and by no means “dated.” A greater compliment, in our opinion, cannot be paid to the builder — and his clients.

Wartime

The first period during which this beautiful building, with its accommodation for 191 residents (in 145 single and 23

“Oh! My old mates would so like to get in too, but… the Gentlemen say there’s no money for that yet: Is there no remedy for that?”

100 (see illustration opposite) Photo from the archives of the Prins Hendrik Foundation.

1895. double rooms), could serve the purpose for which it was intended lasted until the end of 1942. In October 1942, the occupying forces — who had begun construction of the “Atlantic Wall” in the Netherlands the previous spring — ordered evacuation. In the first instance, a camp at Fochteloo in Friesland was designated as the evacuation shelter, where Jewish Dutch people had previously been housed, ostensibly in work relief but actually as forced laborers. On November 16, the director, deputy director, and head chef went to Fochteloo to reconnoiter. They returned aghast. “In the middle of the heath” they had found a complex “consisting of two rows of barracks, separated by a mud pool. Each barrack had eight sections. Each section consisted of a cubicle with a wooden table and two benches. Next to it was a second cubicle, containing eight bunks placed against each other, apparently for sleeping in… The W.C.’s (a grandiose name, for there was no water and no closets either, as they were latrines) were about

eighty meters from the camp." The regents succeeded in convincing the Evacuation Bureau in The Hague that it was impossible to house the Foundation there. Moreover, they managed to obtain much better, indeed positively luxurious, accommodation in the Oosterbeek hotel "De Bilderberg." The delegates from the board came to Egmond on November 28 to discuss the details of the move with the Foundation's management. It was agreed that the order to vacate the building in Egmond would be interpreted to mean that everything that was transportable would indeed move along. A group of quartermasters left for Oosterbeek as early as December 2: there was haste, for the regents had heard rumors that the German authorities, on second thought, would rather use "De Bilderberg" as a "Mutterheim." One week later the residents left, transported by bus to Alkmaar and then by train to Arnhem. Four barges were also en route there with all the furniture, except the beds, which together with the bedding and personal belongings of the residents were transported by train. Thanks to careful preparation and execution, this moving operation became an undertaking that the residents withstood well and from which the Foundation's movable property suffered hardly any damage. Indeed, within a few weeks they were so much at home in Oosterbeek that the idea could be heard among the residents of "putting the Foundation on wheels and anchoring it in Oosterbeek instead." The stay at "De Bilderberg," however, would last only a few months.

After several threats of a new move, official notice came on April 10, 1943, that they would have to evacuate again at short notice. On April 16, two hotels on the Wageningse Berg, "De Wageningsche Berg" and "Belvédère," were designated as the new shelter. There, residents and staff were able to stay relatively undisturbed until early 1944.

In other respects, however, the Foundation's existence during this period was certainly not undisturbed. On June 23, 1943, it was "coordinated": henceforth it would form part of the "Zeevaartfront" (Maritime Front), under a completely new board, whose members, on their first visit to Wageningen, all proved to be adorned with an N.S.B. pin. The director and deputy director acceded to the request of the deposed regents to remain in office in the interest of the residents "as long as this could be reconciled with their honor." The director, Mr. H. Dollekamp, did not live to see liberation. He died on March 16, 1944. The new board members appointed his successor from their own ranks. Both he and his wife proved to be "staunch N.S.B.-ers." Their attempts to popularize the "New Order" found little resonance, however, except among a small group of residents who had earlier shown evidence of National Socialist sympathies. They were certainly not conducive to the living climate. Nor was the circumstance that the staff members and residents who had been housed in the hotel "De Wageningsche Berg" had, in the meantime, had to move to the hotel "De Wereld" on January 20, 1944,

which offered much less space: in some cases no fewer than five or six residents had to be accommodated in one room.

After the invasion of Normandy, when the British, Americans, Canadians, and Poles advanced rapidly to the Northwest, Deputy Director Van der Gaag urged the director to take steps to get the Foundation evacuated from Wageningen. He feared that “Belvédère” and “De Wereld” would come under the line of fire in the event of an Allied attempt to cross the Rhine. The director, however, proved unwilling to undertake anything in this regard, and partly as a result, they were still staying in the two aforementioned hotels when the Battle of Arnhem began on September 17. On this very first day, the hotel “Belvédère,” where the oldest and infirm residents were housed, was practically at the front. On September 27, it came under fire in the evening from Allied artillery shelling the Wageningse Berg from the Betuwe. The occupants found shelter in a garage behind the hotel and remained unhurt, but after the bombardment “Belvédère” had become completely uninhabitable. The next morning it was evacuated, fortunately receiving much help from the Foundation’s suppliers and other volunteers who — although the Wageningse Berg was still under fire — helped transport the residents “with bicycles, handcarts, carrier tricycles, and everything that could ride” to the hotel “De Wereld.” There, too, it soon became scarcely any safer, for on September 29 Wageningen itself came under fire. The deputy director then managed to insist that on September 30 and October 1, residents and staff were evacuated from Wageningen by the Red Cross. The transport was carried out largely with trucks, in which even the seriously ill were transported. Almost the entire inventory had to remain behind in Wageningen. After being the guest for a week of the Christian Blind Institute “Bartiméus” in Zeist, the Foundation then moved to “Drakenburg” near Baarn, a Roman Catholic training center where the Dutch Labor Front had installed itself. Here the Foundation was hardly confronted directly with the violence of war any more. It was, however, confronted with shortages of food and fuel. The fuel problem could be kept within reasonable proportions — given the prevailing circumstances — because permission was obtained to fell trees in the forest belonging to “Drakenburg.” These were, however, mostly pine trees that had become saturated with water, so they gave “much hissing but very little warmth.” The food situation became increasingly acute toward the end of 1944. Previously they had already encountered opposition from suppliers who showed little willingness to sell foodstuffs to the Foundation even legally (i.e., against surrender of coupons), as they thought they were dealing with a group of traitors. After the deputy director made it clear to them “that they were letting the wrong people starve to death,” their attitude changed, but soon the situation arose that there was simply hardly any real food — as opposed to mere “stomach fillers” — to be obtained. In December the bread ration was reduced to 600 grams per week. The first cases of hunger edema were diagnosed, and some residents in their despair went to Hilversum to beg for bread from door to

door. When they succeeded in collecting a quantity of foodstuffs for the Foundation in the Zaan region, the transport failed: the four residents who had collected the food by horse and wagon could not prevent themselves from being robbed of everything during their return journey through Amsterdam, including the horse's feed and the sandwiches they had received for themselves. They succeeded, however, in assembling a new shipment and transporting it by car to "Drakenburg." At about the same time — mid-March — the first food donated by the Swedish Red Cross arrived.

On April 9, the final move in wartime took place. "Drakenburg" had been requisitioned for the N.S.K.K. Eighty-five people — the number of residents had in the meantime considerably decreased through deaths and because many had moved in with their children or other relatives — were taken on farm wagons to two villas in Baarn; only bedding and blankets were allowed to be taken along. In the new quarters these had to be laid on the floor, with eight or nine persons per room. Cooking was done, when there was food, in "old tins and pots and pans" found in the villas. In this situation the Prins Hendrik Foundation experienced liberation on May 5, 1945. Two weeks later it received a visit from the secretary-treasurer of the board of regents deposed in 1943, Mr. C. J. Baron Schimmelpenninck van der Oye. "He had come riding from Amsterdam to Baarn on something resembling a bicycle with wooden tires." Mr. Schimmelpenninck promised to do his utmost to enable the Foundation to return to Egmond aan Zee as soon as possible. It must have been a great satisfaction for him that on July 2 he was able to accompany residents and staff on the journey "home." Whatever remained of the inventory taken along at the first evacuation also went back. For this, one car was sufficient: almost everything that had been left behind in Wageningen upon departure proved after the war to have been stolen or irreparably damaged. So in retrospect it was a blessing in disguise that the Germans had sent the kitchen inventory back to Egmond; this was found there virtually undamaged. Of the building in Egmond, the Foundation was initially allocated only the right wing and the sick ward. The rest was still in use as accommodation for Allied troops and was only vacated by them later. By then the board of regents had also been formally reinstated: at a general members' meeting held in Amsterdam on November 16, 1945, all regents deposed in June 1943 were re-elected. They asked Mr. van der Gaag to act as interim director provisionally. At the end of 1945 he took stock of the three most eventful years in the history of the Prins Hendrik Foundation. We quote the following from it:

"As of December 1, 1942, the Foundation had 157 residents, of whom 11 went to their children and therefore did not evacuate… During the evacuation period we lost 51 residents. Concerning these deaths, it may be noted that many of them had reached an age well over eighty, so under normal circumstances they would probably also have died. Of a certain number, however, it is proven that they perished from hunger. 30 Residents voluntarily left during the evacuation to their children or family, some with

the request to be readmitted to the Foundation after the war. Of those who remained throughout the evacuation, 65 survived, and it was with this number that we returned to Egmond on July 1, 1945. The state of health was such at that time that of these 65, 39 showed signs of hunger edema. In consultation with the Foundation's physician, extra food and strengthening substances were provided on a large scale. All residents were weighed every week, and they were enabled to increase in weight such that by the end of 1945 it was normal again. All symptoms of edema had disappeared. Finally, I must express my special appreciation for the attitude of the staff, who remained loyal to us from the beginning to the end of the evacuation. Neither the difficulties that the various evacuations entailed, nor mortal danger, nor hunger could deter them from what they considered their duty. Not even that worst fact — being suspected for a long time of belonging to a group shunned like the plague by good Dutchmen. Despite everything, they stayed, and it must be a great satisfaction for all of them to be able to say: 'We were faithful to the Prins Hendrik Foundation from Egmond to Egmond.'"

Present and Future

Today, the Prins Hendrik Foundation attracts many visitors, especially in summer, who can admire its "museum" — with a collection of "seamen's models" perhaps unique for the Netherlands — and often also a temporary exhibition, arranged in the corridors and part of the so-called great hall. They find little or nothing that recalls the situation of 1945, when the Foundation returned to a worn-out building whose almost entire inventory had been lost. They find a comfortable old people's home that — as we wrote earlier — now, nearly forty years after it was put into use, does not feel old-fashioned in the least. Yet the visitor may learn that the Prins Hendrik Foundation could accommodate considerably more residents than it currently houses.[10] Does that mean the Prins Hendrik Foundation is nevertheless "out of date"? To that question a negative answer may be given.

As the honorary chairman of the Foundation wrote in the foreword to this book, it is "entirely in keeping with contemporary views on the care of the elderly to offer the seafarer the opportunity to spend the final period of his life in an environment that he experiences as 'his own,' because it closely matches the surroundings in which he previously lived and worked." Moreover, there are still enough former seafarers who qualify for admission. In one respect, however, the current building no longer meets the requirements that an old people's home must meet in 1975: the space offered by both the rooms for married couples and those for single residents is too cramped. However, plans are in preparation to remedy this. The board of regents expects to be able to carry out these plans.

Thus, for the Prins Hendrik Foundation, 1975 is not only a year of looking back, but also of looking forward to a future that presents a clear challenge.

May this challenge be met in the same manner as was done in the Foundation's past, "for the welfare of the Dutch seaman."

Chronological Overview of the Most Important Events in the Life of William Frederick Henry, Prince of the Netherlands, Prince of Orange-Nassau

June 13: Born at Soestdijk as the third son from the marriage of William Frederick George Louis, Prince of Orange, and Anna Paulowna, Princess of Orange, Grand Duchess of Russia.

July 18: Baptized by Rev. W. L. Krieger in the Village Church in Baarn.

May 20: Duchess Amalia Maria da Gloria Augusta is born in Ghent as the eighth child from the marriage of Major General Bernhard, Duke of Saxe-Weimar-Eisenach, and Ida, Duchess of Saxe-Weimar-Eisenach, Duchess of Saxe-Meiningen.

June 13: Appointed cadet first class, invested with the Grand Cross of the Order of the Netherlands Lion.

Captain-Lieutenant at Sea P. Arriëns is appointed mentor to Prince Hendrik.

September 29: Visits the citadel of Antwerp with his father.

May 5: Attends the opening of the Oosterdok lock in Amsterdam.

Mid-December: Visits with his brothers William and Alexander Fort Bath, to which they deliver a letter from their father intended for General Baron Chassé, the defender of the Citadel of Antwerp.

June 3–July 19: Journey with HNM corvette "Nehalennia" (commanding officer Captain at Sea W. A. Geesteranus) from Den Helder to El Ferrol and La Coruña and then back to Den Helder.

May 21–September 28: Journey with HNM ship of the line "Zeeuw" (commanding officer Captain at Sea J. C. Rijk) accompanied by HNM brig "Snelheid," from Den Helder via Elsinore, Copenhagen, Kronstadt, Stockholm, Karlskrona, Copenhagen and Portsmouth back to Den Helder.

May 16–October 16: Journey with HNM frigate "Maas" (commanding officer Captain at Sea tit. P. Arriëns) accompanied by the "Snelheid," from Den Helder, via Paramaribo, St. Maarten, Curaçao and New York back to Den Helder.

January 16: Promoted to Lieutenant at Sea second class. **May:** Pays a two-day visit to the squadron training in the North Sea under the command of Rear Admiral P. Ziervogel.

September 29: Makes solemn profession of faith at Paleis Noordeinde with Rev. D. Delprat.

October 15: Departs with HNM frigate “Bellona” (commanding officer Captain at Sea tit. P. Arriëns) for a journey to Asia, calling at Rio de Janeiro, Batavia, Celebes, the Moluccas, Surabaya, again Batavia, Singapore, Calcutta, Madras, Cape Town and St. Helena after departure from Den Helder. Java is traveled overland from East to West and a long journey is also made in British India, visiting Lucknow, Agra and Delhi among other places.

March 11: Promoted to Lieutenant at Sea first class.

17 July: Return to Den Helder.

May: visit to England, together with the Russian heir apparent, Grand Duke Alexander.

13 June: promoted to captain-lieutenant at sea.

28 September: departs as first officer of H.M. frigate “Rijn” (commander captain at sea tit. P. Arriëns) for a voyage to the Mediterranean Sea, calling after departure from Vlissingen at Genoa, La Spezia, Livorno, Naples, Syracuse, Malta, Piraeus, Smyrna, Constantinople, Alexandria, Tunis,

again Malta, Algiers, Port Mahon, Toulon, Marseille, Malaga, Cadiz and Brest.

26 October: return to Vlissingen.

28 November (day of the inauguration of King William II): promoted to captain at sea.

22 December: commander of H.M. frigate “Rijn”.

Spring: acts as host to the Prince of Joinville,

upon his visit to Vlissingen.

30 and 31 March: attends the first official visit of King William II to Rotterdam.

17 June–14 August: commands H.M. “Rijn” on a training cruise in the Atlantic Ocean, calling after departure from Vlissingen at Lisbon and Funchal and ending at Den Helder. The “Rijn” served as flagship of a drill squadron, under command of rear admiral tit. P. Arriëns, further consisting of H.M. frigate “Palembang”, corvette “Juno”, brig “Zwaluw” and paddle steamer “Hekla”.

31 May–28 August: commands H.M. “Rijn” in a division united with H.M. frigate “Jason”, standard of the division commander captain at sea E. G. van

der Plaat on a voyage to Kronstadt to attend the silver wedding anniversary of his uncle and aunt Tsar Nicholas and Tsarina Alexandra Feodorovna of Russia. Is appointed by the

Tsar as commander of the 12th “équipage de haut bord” and of the ship of the line “Asow”. Departure and end point of this voyage is Vlissingen.

2 November: departs from Vlissingen with the same ships for a voyage to the Mediterranean Sea, calling at Piraeus, Smyrna, Malta, Naples, Toulon and Port Mahon.

13 May: return to Vlissingen.

3 August–14 October: commands on the “Rijn” a drill squadron, further consisting of H.M. frigates “Sambre” and “Jason”, corvettes “Boreas” and “Castor”, brigs “Lynx”, “Haai” and “Pijl” and paddle steamer “Bromo”, from Vlissingen to the Mediterranean Sea and back. Only Gibraltar and Port Mahon are called at along the way.

12 December: King William I dies at the “niederländische Palais” in Berlin.

5 June–11 November: commands on the “Rijn” a drill squadron, further consisting of H.M. frigate “Jason”, brig “Snelheid” and schooner-brig “Dolphijn” on a voyage from Vlissingen to the Mediterranean Sea and back. Calling at Gibraltar, Tunis, Malta, Naples and again Gibraltar.

Buys from the estate of the late mr. J. G. baron Verstolk van Soelen for his own residence the so-called “Huis van Hope”

at the Lange Voorhout in The Hague.

2 June–16 September: makes with H.M. “Rijn” from Vlissingen a voyage to Leith, Reykjavik, Halifax and St. John’s and then back to Vlissingen.

The Prince’s cook Godefroy prepares a hot meal for him on a geyser during the visit to Iceland. December: takes the initiative to found the Royal Netherlands Yacht Club.

21 February: first meeting of the Royal Netherlands Yacht Club.

4 July: departs from Vlissingen as commander of a drill squadron, consisting of H.M. frigate “Prins van Oranje” as flagship, H.M. frigate “Sambre” and corvette “Juno”. Calling at Gibraltar, Malta, Genoa (unveiling of the Columbus monument, visit of Queen Anna Paulowna), again Malta and Cadiz.

25 December: episode of “the prayer in the storm”.

26 December: the “Juno” rescues most of the crew of the Spanish brig “La Bella Antonia”.

29 December: Prince Hendrik distinguishes himself personally in rendering assistance to the burning Spanish steamship “Villa de Madrid” on the roadstead of Cadiz.

28 January: return to Vlissingen.

10 August–10 September: commands on the “Prins van Oranje” a drill squadron in the North Sea and the Channel.

This squadron consists besides the flagship of H.M. frigates “Rijn” and “Sambre”, corvette “Juno” and schooner-brig “Saparoea”. Departure and end point of this voyage is Vlissingen, only Leith is called at along the way.

1 November–15 December: commands H.M. “Prins van Oranje” on a voyage from Vlissingen to Madeira and back, undertaken to convey Prince Alexander to a climate where he might find a cure for the tuberculosis from which he is suffering.

31 December: relinquishes command of H.M. “Prins van Oranje”, ending his active naval career.

1 January: promoted to rear admiral “to remain available in his new rank for further services to be designated by His Majesty”.

20 February: Prince Alexander dies on Madeira.

18 March: King William II dies at Tilburg.

16 April: founding of the Sailors’ Institute of the Netherlands Sailing and Rowing Association in Amsterdam; this fulfills a fervent wish of Prince Hendrik.

19 May–11 June: stay in London; thereafter visit to the domains of the Oranges in Silesia.

4 October: appointed Stadtholder of Luxembourg.

22 October: arrival in Luxembourg.

6 November: assumes the office of Stadtholder.

1 January: promoted to vice admiral.

27 April–9 June: stay in London, inter alia for the Great Exhibition.

30 July: opening of the building of the Royal Netherlands Yacht Club in Rotterdam.

14 February: appointed chairman of the commission to answer “Questions concerning the Navy of the State”.

18 February: promoted to lieutenant-admiral; Commander-in-Chief of the Fleet.

15 March: obtains together with V. G. baron van Tuyll van Serooskerken a concession for the exploitation of tin deposits on Billiton.

19 May: marries at Weimar Amalia Maria da Gloria Augusta, Duchess of Saxe-Weimar-Eisenach.

Revision of the Luxembourg constitution in a conservative sense.

29 September: founding of the Billiton Company.

Gives significant support to the founding of the Luxembourg “Ackerbau- und Garten-Verein”.

22 December: acquires through exchange with the other heirs of King William II all private domains in Luxembourg.

1 March: Queen Anna Paulowna dies at Paleis Buitenrust in The Hague.

19 June: Prince Hendrik and Princess Amalia take up residence at Paleis Soestdijk for the first time.

February: it becomes known that King William III and Emperor

Napoleon III are negotiating the possible sale of Luxembourg to the latter. As Bismarck vehemently opposes this transaction, the “Luxembourg question” arises. Princess Amalia travels to Russia to invoke the mediation of Tsar Alexander II.

22 March: indicates in a telegram to the Government of Luxembourg a method to solve the “Luxembourg question” and declares: “Je suis prêt à faire les sacrifices que la situation réclamerait.”

11 May: through the Treaty of London, the “Luxembourg question” is resolved almost entirely in accordance with Prince Hendrik’s ideas.

Founding of “das Königlich-Grossherzögliche Institut” in Luxembourg with Prince Hendrik as “Ehren-Präsident”.

Revision of the Luxembourg constitution in a liberal sense.

Granting of the concession for the construction of the first lines of the Prince Hendrik tramway in Luxembourg. October–January 1870: voyage to Egypt to attend the opening of the Suez Canal. From Brindisi travels on the paddle steamer

“Valk”, fitted out as a Royal yacht, via Constantinople, Port Said, Suez, again Port Said, Alexandria and then back to Naples (departure from Brindisi 2 November, arrival at Naples 5 January).

13 May: founding of the Steamship Company “Nederland”.

19 June: beginning of the Franco-Prussian War.

20 July: designated to act as commander of the Den Helder Position and the naval forces in the Northern Frontier in case of war.

Buys the estate “Ewijckshoeve” in the Lage Vuursche area.

10 May: end of the Franco-Prussian War.

1 May: Princess Amalia dies at Kasteel Wolferdingen.

Opening of the Prince Hendrik Railway network.

22 March: approval of the statutes of the foundation for the establishment of an old people’s home at Egmond aan Zee.

24 March: laying of the foundation stone of the Prins Hendrik Stichting. June: start of construction of the Dutch Trading Establishment at Port Said.

22 June: founding of the Steamship Company “Zeeland”.

5–7 October: festivities in Luxembourg on the occasion of the 25th anniversary of Prince Hendrik as Stadtholder.

26 November: unconditionally guarantees interest and repayment of a loan of fl. 3,200,000 on behalf of the Steamship Company “Zeeland”.

14 December: accepts the chairmanship of the Dutch-African Committee.

24 August: marries at Potsdam Maria Elisabeth Frederika, Princess of Prussia.

7 January: promoted to Admiral of the Fleet with the right to bear the marshal’s staff of King William II.

13 January: dies at Kasteel Wolferdingen from the consequences of an infection contracted during a visit to a hospital in Luxembourg.

25 January: buried in the Nieuwe Kerk in Delft.

20 June: Princess Maria dies. n.b.

The dates concerning Prince Hendrik’s naval career are those on which the appointment or promotion to the relevant rank actually took effect. The decision of appointment or promotion sometimes fell earlier.

Fragments from: Sixteen Sea Voyages, Memories from a Forty-Year Career in the Netherlands Navy by H. J. L. T. de Vaynes van Brakell SIXTH SEA VOYAGE, CRUISE WITH A SQUADRON. In the spring of 1841, our worthy commander was appointed rear admiral and commander of the squadron by King William II, while H.R.H. Prince Hendrik

was promoted to the rank of captain at sea and took command of the frigate de Rhijn. Captain-lieutenant Bijl de Vroe was appointed first officer. When the Rhijn lay on the roadstead, the Duke of Joinville, the son of King Louis Philippe, came to visit Vlissingen with the royal yacht de Leeuw. He was received with all the honours due to his high rank. I had the honour of bringing him ashore in the launch

and was thereby given the opportunity to learn to appreciate the Prince also in social intercourse, while his manly, pleasant appearance immediately won everyone over. He only inspected the maritime establishments and then departed again with the steam yacht in which he had come.

It was not until the month of June that the squadron assembled. It consisted of the frigates de Rhijn and Palembang, with Prince Hendrik and Captain Rietveldt respectively as commanders, the corvette Juno, commanded by captain-lieutenant at sea Klein, the brig de Zwaluw under lieutenant at sea 1st class Enslie, and the steamship Etna under

lieutenant at sea 1st class Coertsen. On the 17th, the gentleman-pilot Verheul brought us to sea.

We now faced a busy life, for a squadron always brings much bustle with manoeuvring and drilling. From highest to lowest, all are inspired by a spirit
103 (see illustrations on following pages)

Fore and aft sections of the ship of the line “De Zeeuw”. The ship of the line “De Zeeuw” was laid down in 1819 at the Rijksmarinewerf in Vlissingen and launched in 1825. It was built under the supervision of Cornelis Soetermeer, who applied a number of

construction innovations on the ships built under his direction: a somewhat modified “Seppings” diagonal bracing (whereby diagonal connecting pieces were fitted both between the frames and between the deck planks themselves to enhance the stiffness of the ship), a round stern, which reduced the traditional weakness of the rear of a ship of the line in battle, and allowed more guns to be placed. Finally, he reintroduced the open gallery on the stern. The ship was over 57 m long, just over 15 m wide and 7.3 m deep. It carried an armament of 92 guns.

In 1834, “De Zeeuw” sailed under the command of captain at sea J. C. Rijk to Denmark, Sweden, Russia and England with Prince Hendrik on board. In 1860, “De Zeeuw” was converted into a floating battery and renamed “Jupiter”; in 1873 the ship was struck from the fleet. This scale model, probably made by model makers from a state dockyard, comes from the collection of Prince Hendrik.

of activity, for the eye of the chief oversees everything, and the slightest deviation in service or manoeuvre is immediately noticed. The telescopes of officers and cadets are therefore constantly trained on the admiral’s ship,

from where they may expect praise or disapproval at any moment through signal flags. My father was right when he added, upon parting, that the admiral would keep us from sleeping. But however troublesome it is to be continually under higher supervision, it undoubtedly has its good side. I am one of the few officers who have served on many squadrons,

and I dare say that there is no better means of forming capable, quick and ambitious officers than sending them to sea with a squadron from time to time. Even for the commanders of the ships it is an excellent training school, even if for them too the unbroken control has its unpleasant side.

Unceasing also is the mutual rivalry among the ships. When a commander sees that his ship is lagging behind another, which earns him many a reprimand, he finds no rest until he has caught up. The consequence is that the strictest demands are placed on the officers, and likewise on the cadets and the crew, which naturally greatly benefits discipline. Although the ships themselves differ among each other, the most important factors are still the skill and energy of the commander and the officers, and the proficiency of the crew. Not least,

however, everything depends on the first officer. The difference between officers was immediately apparent when comparing the Palembang and the Juno. The commander of the Palembang was already an elderly man who had taken little interest in the profession in recent times. Now too he left matters almost entirely to the first officer, the capable Freudenberg. All manoeuvres of this ship were carried out excellently; the Palembang was always

first ready, while the Juno, which had a capable seaman as commander, but a man of the old school who had mostly served on transport ships in recent times, was always behind. At least in the early days this was constantly the case, and the unfortunate ship received one reprimand after another.

On the 3rd of June we were before the mouth of the Tagus. The rear admiral had the flag hoisted on the steamship with which His Highness paid a visit to the capital of Portugal. On the 7th the Prince returned and we set course for Madeira, where, after

CARING Kattest

Prince Hendrik as chairman of the Royal Netherlands Yacht-Club in 1879, depicted with the association’s banner beside him, bearing the motto: Standvastigheid en Volharding (Steadfastness and Perseverance); in the background drawings of the Suez Canal. At his left hand reports of the Maritiem Museum Prins Hendrik. In this portrait, painted after his death,

the economic, cultural and social facets of the Prince’s career are united.

Oil painting by C. Bisschop.

carrying out a number of manoeuvres and drills, we arrived on the 14th. We let the anchor fall on the beautiful but dangerous roadstead of Funchal in a mud bottom of 22 fathoms.

My ambition on this voyage was much greater than on the previous one. I was repeatedly able to earn the approval of the rear admiral and the Prince, and instead of grumbling I wrote a cheerful letter to my wife, of which I recently reread the following lines:

“I am cheerful and content; the voyage will last no longer than two months; I am on the best ship in the world and in the most pleasant company imaginable. Moreover, it seems to me that the Prince and the rear admiral are not ill-disposed towards me, which stimulates my ambition. Finally, my friend the philosopher Weis gives me daily opportunity to laugh heartily at all kinds of minor setbacks and unpleasantnesses that I used to take to heart.” His philosophical outlook on life had somewhat communicated itself to me. The sawn-through “Rijn” on the slipway of the construction yard for the Navy in Vlissingen,

1826. H.M. frigate “Rijn” was originally built under the name “La Vestale” in 1813 in Rotterdam and launched in October 1816. After being coppered in 1818, it was commissioned on 1 February 1819 in Hellevoetsluis. The first voyage was made in 1821 to

the Mediterranean Sea. In 1828, the ship was sawn in half at the yard in Vlissingen and a section was inserted, after which it was renamed “Rijn”. It was intended to be fitted out as a steamship, but the ship was converted in 1830 in

Amsterdam into a frigate of 54 guns. The “Rijn” was 53.25 m long. After being decommissioned in 1851, it became a guardship in Hellevoetsluis, then in Nieuwediep, and was finally struck from the fleet in 1874. Watercolour by H. Speeleveldi.

H.M. corvette “Jason”, 1843. Pencil drawing (sheet 8) by A. van Beest, from his sketchbook of 1843. shared; moreover, we had a very fine corps of musicians on board, which provided us with many pleasant moments, especially after stormy weather. The service was nevertheless very busy. If I had forgotten it, the following excerpt from a letter to my wife reminds me of it completely:

“With the best will in the world I have had to postpone continuing my letter day after day, because I am so busy that I truly cannot find half an hour to fulfil my intention. On shore one cannot imagine that time is lacking for this; but judge for yourself, and you will also acknowledge that a seaman does not have it so easy.

“At half past seven I rise; at eight o’clock I breakfast; at nine o’clock all officers must be on deck in uniform. Then parade is held. Everyone makes

their report to the first officer. The crew is inspected and each officer sees whether his subordinates are clean and their clothing is in order. In the meantime, the first officer inspects the frigate in all its parts. At half past nine the drills begin with the guns of the two

batteries; this lasts until half past eleven. Then everyone must be on deck to take the sun's altitude, which lasts until twelve o'clock. Then the watch begins that I command and does not end until four o'clock. After the petty officer who is present at the crew's meal has learned from the midshipman that the officer of the picket has given permission to make low water, he announces this in a loud voice with the usual formula,

by calling out: Boatswain and sailmaker, lads, turn to with buckets aft and fore for low water! Then evolutions are made with the squadron and exercises with sails, rifle, sabre, etc. At four o'clock I dine, and it is five o'clock before I have written the particulars of my watch in the ship's log. Then I would be free, but since I have four hours of night watch, I take an hour's rest. At six o'clock, half past six, I am present at

the tea table, and since the music is heard at this hour, I walk on deck until half past seven. Then I have an hour and a half at my free disposal. During those hours the officers are almost all gathered in the longroom to spend time in pleasant company. If I want to do some reading or plan to write, I must make use of that time.

"At nine o'clock I go to rest, but usually I do not sleep until ten or half past ten, due to the incessant chatter

of the gentlemen 'passengers' as I call them, who never have watch duty: Van Rappard, Adjutant Baers, Lieutenant of Marines Koelman, the administrative officer, and the chief physician Schellet with his two assistants, who can all stay in bed for twelve hours and shorten part of the time by all kinds of discussions carried on loudly. At a quarter to twelve I am awakened, and at midnight I am on deck until four o'clock in the morning. In the 'dog watch,' which I kept all the four years I served on board the Rhijn, I always

make sure to be completely at ease, for during those hours I am the commander of the ship, since the entire État Major sleeps. With half the crew and assisted by one officer and three or four cadets, the responsibility for everyone and everything rests on me and I am free from all supervision or interference from superiors. At four o'clock I must write in the journal everything that has taken place on board. At a quarter past four I finally

go to rest, to begin my service again at half past seven. So it goes day after day, and thus I have no time to be bored.

"The service, though heavy and difficult, does not bore me, but now and then the manner in which it must be done does, for when the rear admiral is

not in a good mood, one very quickly receives a reprimand that would make us wish the service to the devil. But nothing goes without effort in this world.”

VOYAGE TO THE BALTIC SEA. ARRIVAL AT SAINT PETERSBURG. In the spring of 1842, our frigate was again made ready for a summer voyage. Since I had had my wife and children with me all winter in Vlissingen, the desire to undertake a new voyage had reawakened in me, the more so because the now-proposed voyage would be of a very special kind. The Prince was to proceed to Russia with a couple of frigates to

attend the silver wedding of his uncle the Emperor of Russia, while many sovereigns, including Prince Frederik with his consort, would travel overland to Saint Petersburg.

I now had every reason to be grateful that I had put aside the plan to leave the sea service and still belonged to the officers of the Rhijn, for

the idea of going to the magnificent capital of Russia, and especially to attend this royal festivity, would make everyone eager to be in my place. It was now 23 years since, as a boy of 16, I had begun my career on this same Rhijn: the novelty had now worn off my career, but I had still retained the same enthusiasm for it, and with the same ambition I prepared myself for each new voyage; now especially

the voyage appealed to me greatly. The Rhijn was amply provided with everything, in order to uphold the honour of the Dutch navy abroad. Rear Admiral Arriens did not come along; the Prince would thus be entirely on his own, and rightly we anticipated a pleasant voyage. On the 30th of May, His

Highness arrived on the roadstead with the steam yacht Prinses Marianne and expressed his satisfaction that he would again assume command of the old Rhijn. The Prince welcomed all officers with a handshake, after which he immediately installed himself. His only retinue consisted of an adjutant, Lieutenant van Rappard, a valet, two lackeys and a French cook. The following day the wind was favourable, and after a salute of 17 shots to the venerable

old man, the doyen of our corps, the more than eighty-year-old lieutenant-admiral Gobius, Verheul brought us back to sea. At night we passed the beautiful lighthouse of Westkapelle, whose light warns of the many dangerous banks on this coast, and in the morning we met off the height of Kamperduin our companion on this voyage, the frigate Jason, commanded by captain at sea van der Plaat, who came from the roadstead of Texel. The Jason saluted the Prince with 21 shots; we set the pilot ashore and now continued the voyage northwards together. Again we passed Dogger Bank and this time too the nets were

cast out, with which we caught a large number of fish, such as turbot, plaice, brill, sole, and even cod and haddock. This was great entertainment and a treat for the crew. Colonel Bijl de Vroe was particularly fond of these fishing parties, and I rarely saw anyone do more honour to the fish dish. That meal was never unwelcome to him. At the lighthouse of Skagen we took on a pilot for the Sound and the Kattegat, which we traversed with a NW wind and fine weather. In these regions the long

summer days served us well and we could easily avoid the

The ship of the line “Asow” at anchor near Elsinore. Watercolour by C. W. Eckersberg.

many dangers. Since our frigate was a good sailer, we passed a hundred merchantmen, but our speed was also the reason we lost our travelling companion Jason.

In this season the sea here is so calm and smooth and the weather so mild and lovely that one would imagine oneself in southern Europe. Between Cape Kullen on the Swedish coast and Nackenhoven on the Danish coast we had to anchor due to headwind and the current coming from the Sound, so that we only reached Elsinore on the 12th, together with a couple of hundred merchantmen who had to pay their toll of one percent there.

It is said that annually 16,000 ships pass through the Sound, which yields no insignificant revenue. We stayed at Elsinore for a day, and all who had no duty thus took the opportunity to go ashore. We lacked the time to visit Fort Kronborg, whose guns command the entire passage to Helsingborg, which lies opposite on the Swedish coast. We hurried merely to see something of the land. In two large char-à-bancs, thirteen of us took seats

and rode some distance up the peninsula, this part of which is rather barren and unfertile.

The Danish Captain Hansen accompanied us as pilot and brought us into the Gulf of Finland. At night at twelve o’clock we had set sail and already at six o’clock in the morning we passed the Dragör shoal before Copenhagen, over which a ship of the line cannot pass without lightening. Denmark’s capital with its 13 towers presents itself most charmingly to the eye here, but we only saw it from a distance. The next morning we entered the Baltic Sea with lovely fair weather and calm sea, all flags at the top, in honour of the birthday of our

commander Prince Hendrik of the Netherlands. The Jason, which had caught up with us before Elsinore, fired a salute of 21 shots, which were answered by the Rhijn. The Prince was particularly gracious and cheerful that day and spoke of the birthday he had celebrated nine years earlier on board the Nehalennia, during a violent storm in the Channel, off the Isle of Wight. That storm put an end to all etiquette by throwing the officers against and over

each other, just at the moment when the État Major was gathered in the cabin to compliment His Highness. The good Colonel Geesteranus sinned

just as much against etiquette as we did, and could hardly keep a straight face. The thirteen-year-old Prince, however, did not even notice this, as he was so overcome by seasickness that he had to leave it to Mr. Arriens to answer the commander's congratulations.

Now it was entirely different; the Prince was an experienced seaman for whom seasickness belonged to the past, but moreover the Baltic Sea was as smooth as a mirror. There was almost no movement to be noticed, and yet the Rhijn sped across the waves at a speed between 7 and 11½ miles, that is between 2 and 3 hours' travel per hour. It was a true pleasure trip; even the night did not disturb the enjoyment, as the sun only dipped 9° below the horizon, so that one could still read very well even at midnight. Under these favourable circumstances, the 110-mile

long sea to the Gulf of Finland at the island of Dago was covered in two days. Here the water became brackish, due to the many rivers that empty into the Baltic Sea. In the Gulf of Finland itself it is almost fresh, and off Kronstadt at the mouth of the Neva with an east wind even drinkable. At Dago we encountered a Russian squadron, including a three-decker and several ships of the line, commanded by a vice admiral, whom we saluted with 15 shots. The following day the frigate Aurora appeared, on board of which was the 15-year-old Grand Duke Constantine

as a midshipman. We saluted Rear Admiral Lutke, the Prince's governor, with 15 shots. The frigate came alongside and the Grand Duke hailed: "Bonjour mon cousin, comment vous portez vous?" which was answered by the Prince with thanks and reciprocal inquiry. When the Grand Duke later came on board the

Rhijn, everyone was taken with the lively young man. On the 18th we arrived before the roadstead of Kronstadt, and found a mighty fleet at anchor there. The vice admiral, governor of the fortress, Bellinghausen, known for his voyage around the world, came on board and shortly afterwards several imperial steam yachts approached, on one of which were Prince Menshikov, Grand Admiral, Vice Admiral Count van Heiden, a compatriot and scion of the

well-known Drenthe family, the governor of Reval, etc., who came to welcome the Prince and escort him ashore. His Highness was in full uniform, adorned only with the Grand Cross of the Order of St. Andrew. Both frigates paraded with their crews in the rigging; they saluted, and when the

boat flew the royal Netherlands flag at the masthead, the entire Russian fleet saluted.

The fleet interested us most. The Russians divide it in the same way as the French under Napoleon I, into équipages de haut bord. In the Baltic they

have 23 of these équipages and 2 of the garde du corps. One équipage mans a ship of the line, a frigate and a

brig. The Emperor appointed Prince Hendrik commander of the 12th équipage, and His Highness now has command of the ship of the line Azof of 84 guns, which under Count van Heiden had taken part in the Battle of Navarino in 1828, in memory of which its flag is decorated with St. George. Their largest three-decker, a magnificent ship, carried

130 cannon. Since the Emperor wished to receive his brother-in-law, the King of Prussia, who was expected from Stettin with a retinue of 52 persons in two steamboats, personally on the roadstead, we had to return hastily on board. On the 1st of July the imperial procession arrived on the roadstead with five steamboats from Peterhof. On board the beautiful, American-built Kamchatka were the Emperor, the Empress and a dozen princes and high dignitaries. Upon arriving on the roadstead, the imperial standard was hoisted,

to which the due honour was immediately rendered by salute shots from the entire fleet.

The Kamchatka sailed along the fleet and steamed towards the King of Prussia. The first shot from the imperial vessel was the signal for the general salute for the King. In less than an hour, 2600 shots were fired, which, at a modest estimate, represents a sum of ƒ 5000.

On the 5th of July, His Majesty honoured the Prince with a visit. First, Prince Hendrik was installed as commander of the Azof. When the royal Netherlands flag was hoisted from its masthead, the entire fleet saluted, which together with the squadron coming from sea consisted of 2 three-deckers, 15 ships of the line, 12 frigates, 4 corvettes, 8 brigs and a number of steamships. The commander-in-chief was, as I have already said, Vice Admiral Bellinghausen, under whose command were also 2 vice admirals and 5 rear admirals. After the Dutch flag was lowered from the Azof, the Emperor came on board with us. The Prince, who had meanwhile dressed in Dutch uniform,

was the first to leap from the launch to receive the illustrious visitor on his own ship, who warmly and repeatedly

embraced his nephew. The Emperor made a deep impression on all of us. He fully deserved the name of a handsome man. His face was open and very regular, and by his height he towered above almost everyone. When His Majesty saw that we were all standing with hats in hand, he said in a gracious tone: “Messieurs, couvrez vous s’il vous plait, une fois pour toutes.”

“Prince Frederik, the Archduke of Austria, Prince Menshikov and several other princes accompanied the Emperor. As soon as he had left the roadstead, we returned to Saint Petersburg to carry out our plan and make

an excursion by express train to Tsarskoye Selo, which lies 25 versts from the capital, and where the Emperor has a couple of magnificent palaces.

FESTIVITIES AT PETERHOF. At last the great festival day, the 13th of July, dawned. It was the Empress’s birthday and also the anniversary of the Emperor’s twenty-five-year marriage.

At 9 o’clock an imperial steam yacht came to fetch the Dutch officers; from both frigates, some thirty officers and cadets took the opportunity to attend these entirely unique festivities. We steamed straight towards Peterhof. Already upon landing we had a foretaste of the bustle that would prevail there. A number of steamboats, crammed with people, and an countless multitude of launches and small boats filled the small harbour. Ladies, children, military personnel, all were loaded together into the boats. Our good friend von Freygang stood waiting for us on the quay

and told us that all officers who wore epaulettes were invited to court. Doctors, clerks and midshipmen were thus excluded from the invitation. The country residence Mon Plaisir, the little house of Tsar Peter in the Park, had been prepared for us. The crowd streaming through the park was indescribably large. Most were returning from the parade, which, to our regret, was also already over. But the hand-kissing

at the Empress’s was still to take place. On this occasion, from among our officers, the commander of the Jason, Colonel van der Plaat, and our first officer, Colonel Bijl de Vroe, received the Order of St. Stanislaus, 2nd class; His Highness’s adjutant, Mr. van Rappard, received the Order of St. Vladimir, 4th class.

From Prince Frederik’s retinue, His Highness’s adjutant, captain at sea van den Bosch, who already possessed Russian orders, was given the Order of St. Anna with jewels, and the chamberlain van der Goes was given the Order of St. Vladimir, 4th class. We walked through the magnificently laid-out Park to the pleasure palace Mon Plaisir, which was furnished and decorated entirely in Dutch taste by Tsar Peter. Everywhere we found

Dutch paintings, porcelain household goods, tiles, etc. In the Tsar’s bedroom we saw his bed with cushions and sheets and even the nightcap of Russia’s great reformer, but it was immediately apparent that the tooth of time had gnawed vigorously at those historical memories.

A rich luncheon was served to the cadets here. The officers proceeded to the imperial palace, where they arrived at a quarter to three. The halls were already teeming with splendid uniforms and rich toilettes; gold and diamonds and decorations glittered at us from all sides. Several ladies were also adorned with them, among others with the Order of St. Catherine; some wore the Grand Cross with diamonds, which suited them very well.

Soon the imperial table began. We were given our places at the seventh marshal’s table. In our hall about two hundred persons were gathered, for the most part senior officers. Among the civilians was also the head of the merchants’ guild, whose fortune, we were told, was estimated at fifteen million. In total, more than a thousand persons were invited, among them from the most distant parts of the land. Thus my neighbour across the table was a colonel in the Caucasus. All the food was excellent. Among the most renowned dishes was the sterlet, the salmon from the Volga; also preserved fruits and champagne frappé. Twenty lackeys served each table.

The only toast proposed was dedicated to the Empress. It was drunk standing.

After dinner we proceeded to Mon Plaisir to smoke a cigar until it was time for the ball to begin. The imperial family also used the interval to take a carriage ride through the park in open calèches. Returning to the palace at eight o’clock, the salons were already filled with gentlemen and ladies. The court, however, did not appear until nine o’clock. But then the palace was almost taken over

by the Russian people, who pressed inside in dense crowds.

In a moment the halls became suffocatingly crowded, notwithstanding that the windows were open. The crowd surged forward in a packed mass, and we had only our uniforms to thank that we were not fallen upon, for touching a uniform is punishable in Russia. To whatever class these persons belonged, all were simply but neatly dressed and looked very clean. Most wore blue

coats and all men had long beards. Suddenly there was a great movement in the crowd; it scattered in all directions to make room for the Polonaise, the only dance that is danced in Russia and consists exclusively of couples walking around. The people respectfully drew aside, and this spectacle of a monarch moving through his own palace amidst his people, over whom he exercises unlimited dominion, made a deep impression on us. However quietly and orderly all behaved, one could still see that they

prized seeing their Emperor, for everyone hastened to get into the room where he was. The procession was opened by the Emperor with Princess Frederik. I had previously known His Majesty only from his portrait, but reality far surpassed the likeness; especially in his uniform his manly beauty stood out even more. Very graciously he almost apologized whenever someone was forced to make way for him. The princess

wore red satin and a diadem consisting of three rows of diamonds. They were followed by the Empress in white satin, likewise draped with diamonds. She was led by the King of Prussia. The Empress resembled her sister, but she looked languid and weak; by contrast, her brother, King Frederick William IV, was the picture of health. He also had a very kindly appearance.

Grand Duke Alexander was a fine young man of twenty-four, blond and a little pale. He escorted his sister Maria, Princess of Leuchtenberg, who, like her

sister, the blonde Olga and the young Alexandra, with their sweet little faces, looked very charming. Prince Hendrik escorted, if I am not mistaken, the eldest daughter of the Emperor's brother Michael. She too deserved a place among the beauties. Prince Michael's appearance was somewhat wild and by no means as pleasant as that of Emperor

Nicholas. To our regret, the beautiful Princess of Hesse, consort of Grand Duke Alexander, could not be present; the Prince of Leuchtenberg was also missed. Some

said he was ill, but others claimed to know that a altercation had taken place between the Emperor and him on the parade, concerning the open wearing of his uniform, as a result of which he had now remained in his palace. The Emperor was tireless; he walked through all the rooms perhaps ten times with various princesses and other ladies. The baronesses van Stirum and van Zuylen were also honoured in this way. Both ladies had

received a magnificent shawl from the Empress as a gift that day.

The ball at the Emperor's estate pleased us greatly. It is true that Baert and I, who made our entrance with dusty boots, initially did not feel very much at home amidst all those brilliant toilettes, but we soon got over it, realizing that scruples were out of place here. At the stroke of ten o'clock the signal was given to light the lanterns; the rocket that then rose was also the sign that all uninvited guests

had to leave the palace. Two thousand sailors, hidden in the various scaffoldings before the palace, lit 600,000 lanterns at the second rocket. The effect of this sudden illumination was indescribable; both the large double St. Andrew's cross opposite the balcony and the sixty-foot-high jet of the Hercules fountain, which rose amidst this blaze of fire, produced a remarkable effect. That impression was surprising, but it was surpassed by what we saw on our ride through the park. This was indeed unique of its kind. The Emperor had

thirty-two carriages made for this occasion of a special model, called lignes. These lignes, drawn by large horses, had such small wheels that the seats were not much higher than ordinary chairs. The seats were formed by sofas for four persons each, placed back to back.

Seated in these carriages, which moved slowly along and stopped at the finest points, one could address the passers-by. That everyone met acquaintances went without saying, when one considers that 180,000 to 200,000 people were gathered in the park that day. We were very fortunate; I at least hastened to accept the invitation of our envoy, Mr. Gevers, to take

a seat on the sixth ligne, which was intended for the diplomatic corps. Since the five gentlemen all belonged to the high aristocracy, I made many interesting acquaintances, both gentlemen and ladies, and that ride was for me as pleasant as it was important. The first of the thirty to forty lignes was that of the

Emperor. All the others slowly followed the imperial carriage, moving calmly or stopping where it slowed down or halted. On both sides of the road stood a dense crowd of all classes, arrived here in carriages whose number I estimated at five thousand, as well as in boats and vessels. The finest point was where the Prussian eagle was displayed. From there one had a enchanting view of the palace, which with its cascades,

waterworks and fountains made one feel as though one were living a fairy tale from the Thousand and One Nights. That impression was heightened by the awareness that the procession lasted an hour and a half and consisted for a large part of the most distinguished persons of all nations. The supper, which preceded the procession, had given me the opportunity at the marshal’s table to make the acquaintance of the daughter of a Russian general, who spoke excellent French. The adjutants had warned us that, when the doors opened, we had to make sure to enter as quickly as possible, as there was by no means room for all the guests. The crush was therefore tremendous, and it became so stifling that I would gladly have given up the prospect of supper for a trip to an open window.

However, turning back was out of the question. For good or ill, I had to press on, I was pushed into the room, and on that occasion a general’s daughter bumped her face against my epaulette, even hurting herself somewhat. This naturally gave rise to conversation, and to that circumstance I owed the pleasant company at supper. Towards midnight we had returned to Mon Plaisir

and the next morning at 5 o’clock we were back on board the Rhijn.

DEPARTURE OF THE KING OF PRUSSIA. MANOEUVRES OF THE FLEET IN THE GULF OF FINLAND.

On the 15th the King of Prussia departed. He passed at night at 12 o’clock by steam yacht. All ships fired blue lights one after the other. At a signal from the Emperor’s boat, the firing of a rocket, the hammers of the thousands of cannons of the entire fleet were cocked, and at a second rocket all cannons fired simultaneously.

The sound was deafening and certainly lasted a full minute.

On the 21st we set sail with the entire fleet for the Gulf of Finland. Here all kinds of manoeuvres were executed; since the Russians had only cotton sails and when changing topsails simply cut them from the yards, we, with our

heavy linen sails, could not possibly perform the change in 8 to 10 minutes as they did. We needed at least 11 minutes. The Prince had meanwhile transferred to his ship of the line the Azof, on which ship, during the Prince’s stay, a dinner of forty covers was prepared daily.

During the setting sail, the Jason lost one of its best sailors. Standing on the anchor to cat the anchor, the chain slipped, and the poor fellow went down with the anchor into the depths. Immediately two quick crew members jumped overboard, dived to the bottom, 29 feet deep, and found their comrade lying crushed between the anchor and the chain, and so he was hauled up with the chain. Such incidents unfortunately occur all too often on ships. Fortunate is he who does not have his own carelessness to blame.

The fleet consisted of two squadrons. The squadron under the blue flag was commanded by Vice Admiral Lazarev. The admiral’s ship was the three-decker Peter I with 116 guns. Under his command were Rear Admirals Tschernikoff, Epontschin and Kasalkoff. The squadron numbered 8 ships of the line and 5 frigates. The second, or white squadron, under Vice Admiral Dornasoff, on the Alexander I carrying 110 guns, also had three rear admirals, 8

ships of the line, 4 frigates and both Dutch frigates under it. The entire fleet was under Bellingshausen, who issued his orders from the frigate Diana. For a Dutch officer, who in the present time seldom sets foot on a ship of the line, let alone manoeuvres with fleets, it was an entirely strange experience to be at sea with such a formidable fleet and to observe Russian tactics. At 14 miles distance from

Kronstadt in the completely enclosed basin, bounded by the islands of Hogland, Lavensari, Sommers and Stortynto, there was the finest opportunity for manoeuvres. The first two days we had magnificent weather. Sailing in two columns with the frigates outward, we wore by countermarch before and by the wind, and also tacked all together, which worked very neatly. The Emperor

would inspect the fleet on the 22nd, which was however postponed until the 25th.

Prince Hendrik left the Azof and returned to Peterhof with the steam yacht, while the Dutch frigates remained with the fleet. It was high time the Prince had left the fleet, for suddenly the weather turned; heavy rains and much wind replaced the fine weather, so that we had to take three reefs in the topsails, and had to keep a sharp lookout at night in that weather. But precisely on the 25th, when we caught sight of the steam yachts carrying the Emperor and the Prince,

the weather became fine, so that the mock battle could be fought under favourable circumstances. After the Emperor had had several manoeuvres

performed, at 4 o’clock the signal was given that the blue squadron would attack the white. This lay in battle order; the blues bore down from windward in irregular formation and threw themselves upon the rear guard. As there was little wind, Admiral

Lazarev with the Peter I in his division could not come up quickly enough. The vanguard of the whites made use of this to tack and thereby won the battle, since the Peter I could take no part in the engagement at all.

With our frigates stationed at some distance, we had the advantage of observing this proud spectacle and following it in all its details — what one sees in paintings of sea battles; that only the admiral’s flag rises above the clouds of powder smoke, we now saw realized. At 5 o’clock the signal was hoisted to end the engagement, and the Emperor with the Prince left the fleet. We steered immediately for Kronstadt, where during the night the greater part of the squadron came in. Immediately they began to bring the ships into the dock to

dismantle them. The Russian sailor serves only a few months at sea; now he came into garrison in Kronstadt, where he serves as a soldier. Yet the Emperor makes much of the fleet; he often comes to the roadstead and is therefore very beloved by the navy. Our friend von Freygang told us that the cheering we heard was a blessing for the Emperor.

As soon as the ship he passes is within the reach of his voice, the Emperor asks: Children, how are you?

The reply is “Bogé Tjarja Grani” (God save the Tsar!). The same occurs in the army. Then the Russian national anthem is struck up, which likewise begins with those

words. That song is certainly one of the most melodious national anthems in existence. It was composed by a Russian lieutenant, Lwoff, who, in recognition of his musical talents, was immediately promoted to colonel. The words are by Josekoffsky.

Funeral Oration at the burial in the Nieuwe Kerk in Delft on 25 January 1879 by Rev. C. E. van Koetsveld, Court Chaplain.

“This is holy ground, brethren! on which we stand, the holiest in the Netherlands. For here beneath our feet speaks the dust of the dead. It whispers to us the history of the Netherlands, of the Netherlands and Orange. From the noble Silent One onward, his princes rest here. Only two in foreign lands, one as King, the other as exile, one as witness of Netherland’s greatness, the other of its fall and its resurrection. And all that National

History in dead men’s bones preaches to us: ‘So passes the world away. God alone is great!’

“For exactly half a century these vaults remained closed. They opened again sixty years ago. And now again, alas! It is for the sixteenth time in those years that they stand open once more, to receive one of the noblest sons of Orange.

Who he was, we all know. His earlier seaman’s life, the witnesses thereof stand here all around. Of the later Stadtholder, weeping Luxembourg bears witness. Stalwart and calm, ever caring and industrious, good and pious to all, he was an example of how the richness of life lies not in length, but in breadth, and especially in depth.

“But in the first place he was the King’s faithful brother, and at the same time his first and best subject. I still recall how, in a difficult time, the year 1853, I congratulated him on his first marriage, and he answered me: ‘Now especially I feel my calling to stand faithfully beside the throne.’ And when he recently brought his second consort hither, he said to her at the border: ‘You will soon see a small country, blessed and great through freedom.’

“And what he was as a man and a Christian, oh! were it the poorest of the poor whom we bury here, it would be a more than princely crown, to depart, after

The funeral of H.R.H. Prince Hendrik of the Netherlands, 25 January 1879. At the head of the procession the Staff Music of the Royal Navy.

Anonymous coloured lithograph, Emrik & Binger. a tireless and irreproachable life, without leaving a single enemy behind.

“Ah why, why then, inexorable death! tear him from us so early, so suddenly? Would not thousands and thousands in the Netherlands and Luxembourg have gladly given him an hour of their lives; and how much longer would he then have remained with us and our children! But death lays its cold hand upon our mouths, and points us to its master, that God whom the departed worshipped in the storm, under whose mighty hand he bowed his head

at the loss of his Amalia, in whose grace his humility was strong.

“We too bow our heads and are silent.

“Farewell then, Hendrik the Good, faithful son of Orange, ornament and joy of your House, blessing angel to the poor and to all the Netherlands! When in the middle of the night death descended so silently and unexpectedly upon your bed, it was as if it

whispered to the deeply moved Fatherland: Blessed are the dead who die in the Lord; they rest from their labours, and their works follow them.

“Let us not then mourn as those who have no hope. The memory of the dead is the strength of the living, and the tears of mourning are a fruitful dew upon their field. May the Almighty thereby strengthen in the first place you, our revered King, now with your beloved sister, who mourns him in foreign lands, you alone remaining of the trio of brothers. This support too had to fall from you, but love remained with you, outside and within your palace, and the love

of God, we pray that it may strengthen you, sanctify you, until you are gathered to your fathers in a ripe old age.

“Grey monarch, who has already survived so much! peace be upon your evening of life, in the midst of your dead, and may not until the fourth generation bring you to the grave!

“Young Prince! You mourn here your example, a nobleman beside the throne. Be and remain that for a long time yet.

“Princes and envoys from afar! Bear hence today the testimony that the small Netherlands is still great, where it has such noble sons, and the love of a faithful people is the sole, but also invincible, bodyguard around the throne of Orange-Nassau.

“And while we, at the parting from this grave, edified by such a memory, bow humbly as sinful mortals before you, the Lord of life and death! May every heart pray that you yourself comfort the poor, poor widow, whom we cannot comfort. So deep in mourning, after so short and blissful a dream! Teach Her and teach us all, through Christ to live in your grace, and to die in your faithfulness. Amen.”

After the utterance of these words and the observance of a few further formalities, the herald of arms proclaims “that the solemn interment of the mortal remains of H.R.H. Prince Hendrik of the Netherlands is accomplished.” Among the flowers and wreaths under which the body is buried, there is one woven by the Princess Dowager with her own hand.

Many a tear, wrested from her noble eye, has attached itself to it like a pure pearl. Much-tried Woman, the whole Fatherland shares in your sorrow, but also — oh, may it be a comfort to you! — in your homage to the Prince, whose crown derived its fairest lustre from civic virtue.

From the diary of P. E. Tegelberg, in life director of the Steamship Company “Nederland”

13 January 1879, His Royal Highness Prince Hendrik of the Netherlands died after a short illness.

Unforgettable will remain her Chairman for the Steamship Company “Nederland”. It was he who called her into being, who indicated the direction in which she was to develop.

When at the first subscription the capital was not fully subscribed, He was the first to set the example and to urge a new attempt, this time crowned with excellent results. A year later, when a great disaster struck the young enterprise and only vigorous progress could compensate the shareholders for the serious losses, He opened His purse with a princely generosity that we have not forgotten, even though we had the privilege of repaying those monies during His lifetime from the Company’s surpluses.

But even more than His material help, however great that may have been, it was His moral support to which the Steamship Company “Nederland” owes so infinitely much.

He imbued her with His spirit of meticulous duty, of His sound seaman’s qualities, of His interest in the fate of seafarers. He always used His influence to obtain excellent material, a corps of trained ship’s officers and a permanent crew attached to the Company.

He knew the ships and followed them on their way. He gave most of them the names of those He honoured and loved, or inscribed in the name flag His life’s motto “Voorwaarts” (Forward).

May the Company “Nederland” remain faithful to that motto of its founder and, in prosperity or adversity, show something of the spirit of its deeply lamented Honorary Chairman “Prince Hendrik of the Netherlands”.

Financial obligations undertaken by the late Prince Hendrik on behalf of the “Zeeland” 1. 24 June 1875 H.R.H. together with the other Commissioners assumes the guarantee towards the London, Chatham and Dover Railway Company for payment of the contractually determined contribution (at the expense of the then still to be established N.V. “Zeeland”) in the costs of improving the pier at

Queenborough, should the service of the (yet to be established) “Zeeland” be discontinued within 3 years.

Also the Prince, together with the other Commissioners, undertakes to pay the bills of exchange which would be drawn on the Management of the Royal Netherlands Steamboat Company, as charged with the management of the “Zeeland”, for payment of the purchase price of the “Stad Breda”.

2. 22 April 1876 H.R.H. declares himself willing to guarantee the interest on ƒ 200,000, which amount would be sought to be placed from the loan of 1875.

3. 30 September 1876 the Prince promises in a meeting of Commissioners “anew” an advance of ƒ 50,000, pending the then intended (first) reorganization.

4. 29 November 1876 H.R.H. guarantees by notarial deed “unconditionally and directly to the holders of bonds the proper payment of interest and repayment” of the loan of ƒ 3,200,000 of 1876. This guarantee was preceded by an agreement between H.R.H. and the “Zeeland” of 26 November 1876: the interest-free advance was to be repaid from

profits and, failing that, in shares at par.

Genealogical tables

HOUSE OF ORANGE-NASSAU (from Prince William V) William II 1792-1849

William V 1748-1806 m. 1767

Wilhelmina of Prussia 1751-1820

Louise 1770-1819 m. 1790

Karl Georg of Brunswick-Wolfenbüttel 1766-1807

William I 1772-1843 m. 1st 1791

Wilhelmina of Prussia 1774-1837 m. 2nd Henriëtte d’Oultremont, 1841

1792-1864

Frederick 1797-1881 m. 1816

Anna Paulowna of Russia 1795-1865 m. 1825

Louise of Prussia 1808-1870

Paulina 1800-1806

Frederick 1774-1799

Marianne 1810-1883 m. 1830 (div. 1849) Albrecht of Prussia 1809-1872

William III 1817-1890 m. 1st 1839

Sophie of Württemberg 1818-1877 m. 2nd 1879

Emma of Waldeck-Pyrmont 1858-1934

Wilhelmina 1880-1962 m. 1901

Henry of Mecklenburg-Schwerin Juliana 1909 m. 1937

Bernhard of Lippe-Biesterfeld 1911

Beatrix 1938 m. 1966

Claus of Amsberg

Alexander 1818-1848

HENRY 1820-1879 m. 1st 1853

Amalia of Saxe-Weimar 1830-1872 m. 2nd 1878

Marie of Prussia Sophie 1824-1897

m. 1842

Karl Alexander of Saxe-Weimar 1818-1901

1855-1888

PRUSSIA (Hohenzollern) Frederick William (the Great Elector)

1620-1688 m. 1st 1646

LOUISE HENRIETTE OF ORANGE-NASSAU 1627-1667

Frederick III 1657-1713 m. 2nd 1684

Sophie Charlotte of Hanover 1668-1705

Frederick William I 1688-1740 m. 1706

Sophie Dorothea of Great Britain

1687-1757

August William 1722-1758 m. 1742

Luise of Brunswick-Wolfenbüttel 1722-1780

Frederick William II 1744-1797 m. 1st 1765

Elizabeth of Brunswick-Wolfenbüttel 1746-1840 m. 2nd 1769

Frederike of Hesse-Darmstadt Wilhelmine 1751-1820

m. 1767

WILLIAM V OF ORANGE-NASSAU 1748-1806

1751-1805

Frederick William III 1770-1840 m. 1st 1793

Luise of Mecklenburg-Strelitz 1776-1810

Wilhelmine 1774-1837 m. 1791

WILLIAM I OF THE NETHERLANDS 1772-1843

Frederick William IV William I 1795-1861

1797-1888 m. 1823 m. 1829

Elizabeth of Bavaria 1801-1873

1811-1890

Charlotte 1798-1860 m. 1817

Charles 1801-1883 m. 1827

Augusta of Saxe-Weimar Nicholas I of Russia Marie of Saxe-Weimar 1796-1855

1808-1877

Frederick Charles Luise 1808-1870

m. 1825

Albert 1809-1872 m. 1st 1830

FREDERICK OF THE NETHERLANDS MARIANNE OF THE NETHERLANDS 1797-1881

1810-1883

1828-1885 m. 1854

Marie of Anhalt 1837-1906

Marie 1855-1888 m. 1st 1878

HENRY OF THE NETHERLANDS 1820-1879

SAXE-WEIMAR-EISENACH Karl Frederick 1783-1853

m. 1804

Maria of Russia 1786-1859

Charles August 1757-1828 m. 1775

Luise of Hesse-Darmstadt 1757-1830

Bernhard 1792-1862 m. 1816

Ida of Saxe-Meiningen 1794-1852

Marie 1808-1877

KAEK-E m. 1827

Charles of Prussia 1801-1883

Augusta 1811-1890 m. 1829

Charles Alexander 1818-1901 m. 1842

William I of Prussia SOPHIE OF THE NETHERLANDS 1797-1888

1824-1897

Herman 1825-1901 m. 1851

Augusta of Württemberg 1826-1898

Amalia 1830-1872 m. 1853

HENRY OF THE NETHERLANDS 1820-1879

RUSSIA (Romanov) Maria Pavlovna 1786-1859

m. 1804

Karl Frederick of Saxe-Weimar 1783-1853

Catherine Pavlovna 1788-1819 m. 1st 1809

George of Oldenburg 1784-1812 m. 2nd 1816

William I of Württemberg 1781-1864

Anna Pavlovna 1795-1865 m. 1816

Paul I 1754-1801 m. 1st 1773

Natalie (Wilhelmine) of Hesse-Darmstadt 1755-1776 m. 2nd 1776

Maria Feodorovna, b. Sophie of Württemberg 1759-1828

Nicholas I 1796-1855 m. 1817

WILLIAM II OF THE NETHERLANDS Alexandra (Charlotte) of Prussia 1792-1849

1798-1860

Charles Alexander 1818-1901 m. 1842

SOPHIE OF THE NETHERLANDS 1824-1897

Sophie 1818-1877 m. 1839

WILLIAM III OF THE NETHERLANDS HENRY OF THE NETHERLANDS 1817-1890

1820-1879

Image credits In the selection of the illustrations I have started from the fantastic amount of material gathered by L. J. van der Klooster and J. J. Bouman in their book: Oranje in beeld, a family album from the 19th century. This book formed a rich source for the documentation of the life of Prince Hendrik and his family, while at the same time I have tried to find as many new illustrations as possible.

The period of Prince Hendrik’s Stadtholdership of Luxembourg is relatively little illustrated, partly because this subject was extensively discussed in the exhibition: Luxemburg onder Oranje-Nassau 1815–1890, Haags Gemeentemuseum, 15 November 1974 through

12 January 1975, partly because little material from this period is available.

The greatest surprises were offered by the Prince’s naval period, because on many of his voyages artists accompanied him, at the request of Prince

Hendrik himself, as is known for example of P. J. Schotel and A. van Beest in 1843.

From other voyages there are again drawings by Prince Hendrik himself or by one of his officers, so that a fairly complete picture emerges of the period 1833-1848. Since not much material is known from the early voyages, it is particularly unfortunate that the painting which P. J. Schotel must have made of the 1834 voyage to the Baltic Sea could not be traced. It is entitled: “H.M. ship de Zeeuw, on board having

His Royal Highness Prince Hendrik accompanied by H.M. brig de Snelheid, in the North Sea, on the voyage to Russia, depicted at the moment when during stormy weather (27 May 1834) a man had fallen overboard from the Zeeuw and the Snelheid stood off to rescue him if possible. This painting was seen at the exhibition in The Hague in 1839, and became the property of the Princess of Orange” (Queen

Anna Paulowna), writes Dr. G. D. J. Schotel in his book about his brother, the marine painter P. J. Schotel (p. 15).

Schotel had already come into contact with the Prince of Orange, the later King William II, in 1830: “He also celebrated with his friends and fellow artists the festival that Dordrecht gave on 25 April of that year to H.R.H. the Prince of Orange, when the latter came to inspect the militia there. At the exhibition of paintings by living Dordrecht masters, with which the art-loving prince was regaled, one of his was also there, and he belonged to the honour guard

of young men from the upper class, who, at their own expense, in neat sailor’s attire, fetched the Prince from Zwijndrecht in a finely decorated launch and brought him back thither…

…but the King had already disposed of him, and had entrusted him with the teaching of drawing at the Naval Institute at Medemblik (p. 9).” At the naval institute he gave drawing lessons, because every officer had to be able to make coastal surveys on his voyages. These had a hydrographic function; they were collected and published for use in navigation on later voyages.

It is not surprising that a marine painter, so closely connected with the navy, later received the commission to make a report of one of Prince Hendrik’s voyages. The Prince was so satisfied with the result that Schotel was invited to the court in The Hague to show his studies to the royal family (see illustration colour vii). Later he was visited by the Prince in his studio in Medemblik.

Besides the paintings, the fine and detailed watercolours in the sketchbook, which was dedicated by the artist to

Prince Hendrik, also form a splendid travelogue (illustrations 57-63). I wish to quote one more passage from the book, because it sheds a clear light on a group of Dutch marine painters in the 19th century, bearing in mind

that this text dates from 1866, when the first expressions of what would later be called the “Hague Impressionism” gradually became known. In 1827 Schotel travelled to Paris with his father to “see the exhibition of paintings there and to become acquainted at close quarters with the then highly praised romantic and sentimental direction in art, which had replaced the rationalism of the school of David in France. He was allowed to spend six weeks in this metropolis viewing, among other

curiosities, especially the rich art galleries, and visiting the studios of Gérard, Gudin, Scheffer and several other great masters… and we content ourselves now with the remark that it was most salutary for the young artist, for he became convinced that the romantic school laid the foundations for a complete corruption of good taste and caused much harm to true art; and when the romantic also began to gain ground in marine painting, L. Meyer in France was moulded into a Dutch Gudin and almost all the younger marine painters followed his direction, he, who continued in the spirit of his father, stood alone against

all of them.” (p. 7) Thus Schotel was seen in his own time not as a romantic but as a realist, in contrast to Gudin and Meyer. Albertus van Beest was also called a realist. Although one saw in him the brilliant draughtsman, artistically he is of smaller calibre. He does have a fluent pen or pencil in noting all kinds of details, situations, persons, the characteristic features of foreign vessels.

Schotel came from Dordrecht, Van Beest was a Rotterdammer, who grew up on the quays of the city (A. J. Barnouw: Albertus van Beest, Rotterdamsch Jaarboekje 1919, p. 91). This artist, known as a heavy drinker, came on board through the recommendation of “Mr. Ver Huell to the Minister of Marine Const. Rijk”: “I have sent the drawing

of your protégé to Prince Hendrik for inspection, and shall see whether H.R.H. has any desire to take the promising young man on board. Otherwise I will find a place for him on another ship. Yesterday Gudin was with me, I showed them to him and he praised them highly. C’est un juge compétent. The Hague, 26 June 1843.”

Gudin was then in the Netherlands, presumably to carry out his commission from King William II to paint the squadron at Vlissingen (see colour illustration IV). On this first voyage that Van Beest accompanied, he received the rank of midshipman 1st class. According to Barnouw

(who describes Van Beest’s art as more versatile than Schotel’s, and finds the latter timid, but better as a colourist), Albertus van Beest must have

accompanied three successive voyages of the Prince: in 1844 to the Mediterranean, in 1845 to the North. The auction catalogue of the G. H. Moll collection of 20 April 1891 mentions, among much other work, six sketches of views in Norway and a painting on canvas (44 × 59 cm) of

a view of the Icelandic coast. According to Auguste Demmin (Le Peintre de Marine réaliste Albertus van Beest, Paris 1863), Van Beest would have accompanied Prince Hendrik on a three-year voyage to the East.

The only voyage of such duration was that to the East Indies. I have not been able to verify whether any work by Van Beest exists that could confirm this claim. He presumably did accompany on the “Rijn” in 1839, if the inscription in the sketchbook of the Rijksmuseum “Nederlands Scheepvaart Museum” is correct: “This book received from Van Beest, after the voyage he made with us on the Rijn to the Mediterranean in 1839”, and

further on: “given to Smissaert, 2nd lt. on board the ….”. The sketchbook is signed A. van Beest 1837. Another artist must have sailed with Prince Hendrik in 1844: W. A. van Deventer, who made a painting of H.M. frigate “Rijn” and brig “Snelheid” under the command

of Prince Hendrik on the roadstead of Gibraltar (fig. 64), and a large number of drawings (Rijksprentenkabinet) from this voyage. Among these are: several views of Gibraltar, one of which is dated 3 July, Vesuvius, Pantelleria (small island off the Italian coast), Malta, dated 12 August, the Bay of Tunis, 4 August, and further coastal surveys. (This information originates from Drs. Robert

Vorstman of the Rijksmuseum “Nederlands Scheepvaart Museum”.)

Louis Meyer made a travel report of the much-stirring voyage to the Mediterranean in 1846-1847, of which the painting consisting of nine panels in Paleis Noordeinde is a good document (illustrations 65-67). The painter J. H. Koekoek (see colour illustration v) must also have accompanied the Prince on one of his voyages.

Finally, not an artist but a good amateur: P. A. J. Blois van Treslong Prins, who accompanied Prince Hendrik on his important training voyage to the East Indies. This lieutenant at sea 2nd class made, among others, the three watercolours: 1. H.M. frigate “Bellona” at Calcutta, October 1837 (see Historia, 13th year 1948, p. 176: Fred. Oudschans Dentz: The visit of the Prince of Orange to the Cape Colony); 2. Arrival of the squadron at Ternate, 11 April 1837;

3. The departure of Prince Hendrik from Banda, May 1837. The watercolours were shown at the exhibition about Prince

Hendrik from 23 December 1930 through 11 January 1931 in the “Oranje-Nassau Museum” then still located on

the Prinsengracht in The Hague, under nos. 47, 48 and 49. They were then in the collection of Mr. P. C. Bloys van Treslong Prins in Batavia; the present owner is unknown.

By going into the artists at somewhat greater length, I have wished to demonstrate that for almost every voyage a document in the form of a drawing or painting exists or must still exist somewhere.

Upon deeper investigation of the painters Van Beest, Van Deventer, J. H. Koekoek, Meyer and Schotel, more illustrations of Prince Hendrik's voyages will presumably be found.

For this book a selection has been made of the most important works that could be found.

Pauline Mörzer Bruyns-de Haan

List of illustrations colour: I. Pasquier (19th century) The Three Sons of the Prince of Orange (the later King William

II) in 1825. miniature oil on white leather: 13.5 × 18.5 cm signed: lower right Pasquier Mars, 1825

KHA 115A collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau II. J. B. van der Hulst (1790-1862)

The Family of the Prince of Orange, 1832 canvas, oil: 46 × 70 cm signed: J. B. v. d. Hulst, 1832

P.S. 239 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau III. C. J. L. Portman (1799-1868) The Visit of the Tsarevich to the Tsar Peter's House in Zaandam on 17 April 1839 canvas, oil: 120 × 143 cm signed: C. J. L. Portman, 1839

P.A. 282 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau A second painting with the same subject by Portman, painted on commission from A. van der Hoop in 1840, is in the Rijksmuseum in Amsterdam IV. T. Gudin (1802-1880)

King William II visits on 13 June 1843 with the royal yacht "De Leeuw" the squadron of his son in Vlissingen canvas, oil: 202 × 128 cm signed: lower left T. Gudin, 1844

P 1180 collection: Rotterdam, Maritiem Museum "Prins Hendrik"

(loan Museum Boymans-van Beuningen) V. J. H. Koekoek (1778–1851)

H.M. frigate "Rijn" at anchor in Grand Harbour, Malta canvas, oil: 65.5 × 43.5 cm signed: lower right, indistinctly J. Koekoek A 4324 collection: Amsterdam, Rijksmuseum "Nederlands Scheepvaart Museum"

VI. N. Pieneman (1809-1860) Prince Hendrik at the end of his active naval career, 1848, depicted in the small uniform of rear admiral panel, oil: 280 × 200 cm signed: lower left N. Pieneman, 1848

P.S. 162 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau The Rijksmuseum in Amsterdam has a preliminary study (panel, oil: 15 × 11.5 cm) by Pieneman in its possession, while a somewhat larger preliminary study (panel, oil: 42 × 32.5 cm) is in the Oranje-Nassau Museum in Delft

VII. P. J. Schotel (1808–1865) The squadron under the command of Prince Hendrik in a storm in the Channel, October 1843 canvas, oil: 117 × 151 cm signed: lower right P. J. Schotel

S 984 (2) collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum” This painting was made by Schotel at the request of Prince Hendrik, together with the painting, also from 1843, of: “The arrival of H.M. the King on board the steam yacht de Leeuw” for the inspection of the squadron: “which both paintings became the property of Prince Hendrik, who expressed his satisfaction with this last artwork by honouring the artist with a magnificent tie pin.”

(Dr. G. D. J. Schotel about his brother): After the death of Prince Hendrik these paintings are listed as loans from the heirs of the Grand Duchess of Saxe-Weimar, Princess Sophie of the Netherlands, in 1896 in the catalogue of the Rijksmuseum of 1905 under numbers 2174 and 2175.

The Royal Netherlands Association “Onze Vloot” buys these paintings from the heirs and offers them as a gift to the Association Nederlandsch Historisch Scheepvaartmuseum in 1930.

VIII. F. Stracké (1820-1898) Marble bust of H.R.H. Prince Hendrik of the Netherlands, from “Het dankbaar Amsterdam”, 1885

Cts. de Bronze, Brussels The statue is placed in the park at the Prins Hendrikkade, so named on 16 March 1879

IX. A. Pleijsier (1819-1879) The Departure of Prince Hendrik on board H.M. frigate de “Rijn” from the roadstead of Vlissingen for his voyage to Scotland, Iceland, Newfoundland and Canada on 2 June 1845 canvas, oil: 199.3 × 136.6 cm (daylight measurement) signed: lower right A. Pleijsier (presumably also ft.), 1845

P 2205 collection: Rotterdam, Maritiem Museum “Prins Hendrik” X. J. H. L. Meyer (1809-1866)

The Visit of Queen Anna Paulowna to her son on the roadstead of Genoa, 27 September 1846 canvas, oil: 99 × 142 cm signed: lower right Louis Meyer S 984 (4) collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart

Museum” XI. C. Bisschop (1828-1904)

The Prince as chairman of the Royal Netherlands Yacht-Club in 1879, depicted with the banner of the association beside him canvas, oil: 167.5 × 125 cm signed: lower left C. Bisschop P 596 collection: Rotterdam, Maritiem Museum “Prins Hendrik”

(loan Museum Boymans-van Beuningen) black-and-white illustrations: **1. Linati (19th century) The Dutch Royal Family around 1827 lithograph: 31.9 × 44.1 cm**

“Composé et Lithographié par Linati”“Chez Fietta Frères, Mds d’Estampes, rue de la Colline, à Bruxelles” collection: The Hague, Gemeente Archief 2. Wagemans (19th century)

Prince Hendrik in 1827 watercolour: 10 × 17 cm unsigned

P.S. 294 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 3. F. B. Waanders (1809-1880) Visit of the Prince of Orange with Prince Hendrik to the citadel of Antwerp, 29 September 1831

lithograph: 38.5 × 49 cm After nature by F. B. Waanders; Backer, Dordrecht

Muller 6783; Van Stolk 7134 collection: Rotterdam, Stichting Atlas van Stolk 4. H. W. Cramer (1809-1874)

The Laying of the Foundation Stone for the Locks of the Amsterdam Oosterdok on 10 June 1830 by the 13-year-old Hereditary Prince William, accompanied by his brothers Alexander and Hendrik canvas on panel, oil: 62.5 × 79.5 cm signed: lower left H. W. Cramer, ’33

A 1187 collection: Delft, Oranje-Nassau Museum 5. C. J. L. Portman (1799–1868)

Prince Hendrik and his brother Prince Alexander, around 1836 pastel: 22 × 30 cm unsigned

KHA 263 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 6. J. B. van der Hulst (1790-1862) Prince Hendrik and his sister Princess Sophie, 1834 canvas, oil: 126 × 111 cm signed: J. B. v. d. Hulst, 1834

P.S. 7a collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 7. J. B. van der Hulst (1790-1862)

Prince Hendrik as lieutenant at sea 2nd class, 1836 canvas, oil: 76 × 63 cm signed: J. B. van der Hulst, 1836

P.S. 696 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 8. W. H. Schmidt (1809-1849) Departure of Princess Sophie from the Rotterdam naval yard for Weimar, 15 October 1842

watercolor: 41.5 × 54.7 cm signed: lower left W. H. Schmidt, 1842

KHA 242 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 9. Gebroeders Van Lier

“Voorhout, Hôtel bijgenaamd Hope” colored lithograph: 13.2 x 43 cm

East side from: Panorama of the Northern Provinces of the Netherlands, ’s-Gravenhage 1836. By Gebroeders Van Lier collection: The Hague, Gemeente Archief 10. Anonymous **The rear side of Paleis Soestdijk, around 1845 watercolor: 24 × 34.5 cm unsigned**

KHA album 63[1]

collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 11. Photograph of the interior of Paleis Soestdijk, 19th century, by Mary Spencer Warren collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

12. Photograph of the rear facade of Paleis Soestdijk with the large pond in the foreground, containing a pond boat, 1865

13. View of the greenhouses of Paleis Soestdijk with the rose arbor on the left Both photographs come from an album: Views of Soestdijk 1865 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

14. N. Pieneman (1809-1860) Prince Hendrik as captain at sea in 1840. Preliminary study for the painting of the inauguration of King Willem II pencil: 37 x 27 cm unsigned P.S. 206 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

15. H. F. C. ten Kate (1822-1891) The death chamber of King Willem II in Tilburg on 17 March

lithograph: 27.6 x 38.6 cm Muller 7159; Van Stolk 7471

H. F. C. ten Kate del., by E. Spanier collection: Rotterdam, Stichting Atlas van Stolk 16. C. W. Mieling The inauguration of King Willem III on 12 May 1849 in the

Nieuwe Kerk lithograph: 30 × 42.5 cm

Konl. Steendr. v. C. W. Mieling - Published by A. C. Kruseman in Haarlem Muller 7170; Van Stolk 7490 collection: Rotterdam, Stichting Atlas van Stolk 17. J. P. Menger (1818-1895)

Commemorative medal, struck on the occasion of the marriage of Prince Hendrik and Princess Amalia of Saxe-Weimar on 19 May 1853 silver and bronze Dirks 744 collection: The Hague, Koninklijk Kabinet van Munten, Penningen en Gesneden Stenen

18. Ch. Rochussen (1814-1894) King Willem III accepts the patronage over all longbow archers, 27 June 1849

watercolor: 19.2 × 28.5 cm unsigned

KHA S/T III collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 19. S. Diez (1803–1873)

Amalia Maria da Gloria Augusta, Duchess of Saxe-Weimar-Eisenach (1830–1872) in 1852 watercolor: 41.7 × 32.8 cm signed: lower left S. Diez, 1852

KHA 291 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 20. C. C. A. Last (1808-1876) The reception of Prince Hendrik and Princess Amalia at the station of the Hollandsche IJzeren Spoorweg Mij. in The Hague, 21 June 1853 lithograph: 10.2 x 16.2 cm C. C. A. Last del. Steendr. van F. Böger

Muller 7208; Van Stolk 7911 collection: The Hague, Gemeente Archief 21. C. C. A. Last (1808-1876)

Prince Hendrik and Princess Amalia passing the Wagenplein during their entry into The Hague, 21 June 1853 lithograph: 18.5 × 47 cm E. Spanier - Lith. van Z.M. te ’s Hage Muller 7209; Van Stolk 7911

Like no. 20 from: Description of the ceremonies… at the entry of Prince and Princess Hendrik in The Hague, 1853 collection: The Hague, Gemeente Archief 22. C. C. A. Last (1808-1876)

Prince Hendrik and Princess Amalia on the balcony of the Palace on the Lange Voorhout, 21 June 1853 lithograph: 10.2 × 16.2 cm C. C. A. Last del. Steendr. van P. Blommers Muller 7210a; Van Stolk 7911 collection: The Hague, Gemeente Archief 23. C. C. A. Last (1808-1876)

“De Hofvijver, 25 Junij des avonds” lithograph: 7.3 x 10.8 cm

C. C. A. Last at P. Blommers Muller 7210b; Van Stolk 7911 collection: The Hague, Gemeente Archief 24. Photograph of Princess Amalia around 1853 collection: The Hague, Gemeente Archief 25. G. J. Bos (1825-1898)

“Herinnering aan de terugkomst des Konings te ’s-Gravenhage van de overstroomde plaatsen, den 9en Februarij 1861” lithograph: 39 × 55 cm Elchanon Verveer del. Lith. van S. Lankhout, ’s Hage; G. J.

Bos fec. Published by M. M. Couvée Muller 7309 collection: The Hague, Gemeente Archief

26. H. F. C. ten Kate (1822-1891) A costume ball in Paleis Noordeinde on 14 March 1862 watercolor: 24 × 37 cm signed: lower left Herman F. C. ten Kate, 1862

KHA album 20 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 27. J. W. F. Kachel (1826-1873)

“Lijkdienst gehouden in de Grieksche Kapel” at the country estate Rustenburg in The Hague on 17 March 1865 after the death of Queen Anna Paulowna engraving: 19.7 × 26 cm from: Ned. Magazijn 1865, p. 56 collection: The Hague, Gemeente Archief 28. Photograph of Prince Hendrik around 1870

collection: H.M. the Queen, The Hague, Koninklijk Huis Archief **29. Photograph of Princess Amalia around 1860**

The caption is in Prince Hendrik’s own hand collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 30. Treslong & Co “The ceremony of the laying of the Memorial Stone by H.M. the King at the Zuiderzee locks at Schellingwoude, 29 April

1870” lithograph: 58.7 x 75 cm

Tresling & Co., Hof Lith. Amst. Muller 7429 collection: Amsterdam, Gemeente Archief 31. Ch. Rochussen (1814-1894)

Prince Hendrik’s visit to the shooting competition of the Rotterdam sharpshooters, 2 September 1871 watercolor: 26.5 × 52.5 cm signed: C. R., 26 Sept. 18

Het Loo 430 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 32. A. Canelle The royal family in 1873 lithograph: 37.5 × 50 cm A. Canelle 1874, published by P. C. Hoog, Rotterdam, lithography

Lankhout, The Hague collection: The Hague, Stichting Iconografisch Bureau 33. Henri Havard Tsar Alexander II of Russia pays a brief visit to his nephew, King Willem III, on 12 May 1874, on the occasion of his 25-year reign jubilee

woodcut: 10.5 × 15.2 cm Muller 7464 from: “Gedenkschriften van de Feesten in Mei 1874 on the occasion of the twenty-fifth anniversary of the inauguration of H.M. King Willem III”, by Joh. Gram with plates after sketches by Henri Havard, Arnhem, D. A. Thieme 1874

(cf. also no. 87) collection: Rotterdam, Stichting Atlas van Stolk 34. W. Ganter Prince Hendrik in a symbolic representation for the Associations of Netherlands Indies veterans, 1876 watercolor and collage: 66 × 55 cm signed: Wm. Ganter, Photographer and Painter

Soestdijk 608 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau **35. Photograph of Prince Hendrik in 1878**

Th. Prümm, Berlin collection: The Hague, Gemeente Archief **36. Photograph of Princess Maria in 1878**

Th. Prümm, Berlin collection: The Hague, Gemeente Archief 37. Photograph of Prince Hendrik and Princess Maria, accompanied by Princess Louise and Prince Arthur in 1878 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

38. Photograph of Maria Elisabeth Frederika, Princess of Prussia

(1855-1888), around 1878 photograph by Th. Schuhman & Sohn collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 39. Anonymous Welcome of Prince Hendrik and Princess Maria after their marriage in Potsdam at Paleis Soestdijk, 9 September 1878 engraving: 21.5 × 31.3 cm After Muller 7517A; Van Stolk sequel ao. 1878

collection: Rotterdam, Stichting Atlas van Stolk 40. Prince Hendrik at age 12 in travel costume pencil: 31.4 × 21 cm signed 9 “Henri en voyage” (presumably by Queen Anna Paulowna) KHA 264 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

41. N. Baur (1767-1820) The bombardment of Algiers, 27 August 1816, by a combined British-Dutch fleet canvas, oil: 54 × 75.5 cm signed: lower left N. Baur, 1818 cat. 1905 no. 443

collection: Amsterdam, Rijksmuseum

42. N. Pieneman (1809-1860) The rear-admiral Pieter Arriëns, mentor of Prince Hendrik,

canvas, oil: 20 × 26.5 cm signed: N. Pieneman, 1848 collection: Mr. N. A. Th. G. Arriëns, The Hague **(photo Bureau Maritieme Historie, The Hague) 43. H. G. ten Cate (1803-1856)**

The towing of the corvette “Van Speyk” through the Oosterdok lock on 5 May 1832 watercolor: 29.5 × 40 cm signed: lower left H. G. ten Cate, fec. 1832

Muller no. 6832 (presumably) collection: Amsterdam, Gemeente Archief 44. Journal of the “Nehallennia”, 1 June 1833, with the report of the embarkation of Prince Hendrik and his retinue for the Prince’s first sea voyage collection: Schaarsbergen, Algemeen Rijksarchief

45. Section of the ship’s journal of H.M. frigate “Maas”, filled in by Prince Hendrik, 16 June 1835 collection: Schaarsbergen, Algemeen Rijksarchief **(photo Bureau Maritieme Historie, The Hague) 46. Prince Hendrik**

“Vue, d’un des Forts qui défendent l’entrée du Port de Curaçao, pris en Juillet 1835” watercolor: 7.8 × 21.3 cm from: sketchbook E-ON-9 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

47. Prince Hendrik **“Le tombeau d’un grand homme ne peut être assez simple” watercolor: 20 × 28 cm from: sketchbook E-ON-9**

collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 48. Prince Hendrik

“Temple of Siwa at Hathipoor, 20 Dec. 1837” (India) pen and brush: 13 × 20.3 cm from: sketchbook E-ON-9 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

49. Anonymous Ball at Paleis Rijswijk, given in honor of Prince Hendrik by Governor-General L. D. J. de Eerens, February 1837

drawing: 40.5 × 52 cm unsigned

KHA 245 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 50. Mrs. C. van Huut-Kardos The Citadel Prins Frederik in Weltevreden, of which Prince Hendrik laid the foundation stone on 31 August 1837 after a drawing (1930 VIII) from: M. A. van Huut: Een Oranje in Nederlandsch-Indië; Prins Willem Frederik Hendrik. In: Oranjenummer “Actueel Wereldnieuws” 1938, 4, p. 56, 57

51-56. A. van Beest (1820-1860) six sheets from: “Schets-teekeningen van zeereizen van Prins Hendrik door A. van Beest, 1845” pencil: 44 x 63.2 cm

KHA E-A1.61 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief It is uncertain whether the date, 1845, is correct. Presumably 1843 is meant, judging by the places mentioned such as:

Gibraltar, Almira, Carthagena, Lisbon, Calais 57-63. P. J. Schotel (1808–1865) seven sheets from: sketchbook, dedicated to Prince Hendrik, with mainly watercolors by P. J. Schotel, a number of studies **by A. van Beest, and a drawing by Th. Gudin watercolors: 32.2 x 50 cm**

KHA E-AL.62 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief The seven sheets are signed: P. J. Schotel, with full mention of the title

Dr. G. D. J. Schotel writes about this: “More important was the study trip in 1843, when he, at the request of Prince Hendrik, took part on board the frigate”De Rijn” in a cruise of the exercise squadron on the Mediterranean Sea. He was attached to the person of the prince, who commanded the squadron. Not only did he produce an astonishing number of studies, drawings and sketches on this voyage, but he also acquired a thorough knowledge of the evolutions that could be performed by a squadron. A heavy portfolio contains the work done during that expedition, from leaving

the roadstead of Vlissingen 2 Aug. 1843, after having been inspected by the king, to the return to the fatherland, on 12 October 1843. Extraordinarily

important are the studies he made at Port Mahon and at Gibraltar; he even received from the governor of the latter place the rare permission to

make studies there” 64. W. A. van Deventer (1824-1893)

H.M. frigate “Rijn” and brig “Snelheid” under command of Prince Hendrik on the roadstead of Gibraltar, 1844 canvas, oil: 49 × 74 cm signed: W. A. van Deventer A 529 collection: Amsterdam: Rijksmuseum “Nederlands Scheepvaart Museum”

That W. A. van Deventer made this voyage of 1844 is evident from a number of studies, land surveys, and a watercolor in the Rijksprentenkabinet in Amsterdam. Not only are there a number of studies of various sides of Gibraltar,

one of which is dated 3 July, but also of Capri, Pantelleria, Carthage, Tunis, Malta, almost all of which are rapid studies and do not have the finished character of Schotel’s watercolors 65. J. H. L. Meyer (1809-1866) The voyage to the Mediterranean Sea from 4 July 1846 to 28 January

1847, depicted in nine episodes canvas, oil: 100 x 140 cm signed: Louis Meyer, 1847

P.N. 93 collection: Stichting Historische Verzamelingen van het Huis Oranje-Nassau 66. J. H. L. Meyer (1809-1866) H.M. “Prins van Oranje” and “Juno” in the Mediterranean

Sea, 1 August 1846, while searching for a crew member washed overboard canvas, oil: 130 × 202 cm signed: Louis Meyer, 1847

S 984(3) collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum” 67. J. H. L. Meyer (1809-1866)

A boat from the “Juno” rescues part of the crew of the Spanish brig “La Bella Antonia” off the Spanish-Portuguese coast, 26 December 1846 canvas, oil: 131 × 171 cm signed: lower right Louis Meyer, 1853 collection: Amsterdam, Stedelijke Musea 68. Photograph of Prince Hendrik around 1865 in the uniform of lieutenant-admiral Carte-de-visite by R. Severin

collection: Delft, Oranje-Nassau Museum 69. J. E. van Heemskerck van Beest (1828–1894)

The return of the squadron under command of Prince Hendrik in 1847 canvas, oil: 90 x 150 cm signed: E. v Heemskerck v Beest, 1878

S750 collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

This painting was presented to Prince Hendrik in 1878 by naval officers on the occasion of his second marriage. A study drawing for this painting is in the Maritiem Museum “Prins Hendrik” in Rotterdam.

Princess Marie took it to Germany after Prince Hendrik’s death. She later remarried Prince Albert of Saxe-Altenburg, after which the painting came into the possession of her daughter.

70. F. B. Waanders (1809-1880) Princess Amalia around 1852 lithograph, oval: 37-47 cm caption: H.K.H. Prinses Hendrik der Nederlanden Done from Life by F. Waanders, publ. by F. Waanders in The Hague district H no. 207

MMPH 599; Van Soomeren 1007 collection: Rotterdam, Maritiem Museum “Prins Hendrik” 71. F. B. Waanders (1809-1880)

Prince Hendrik as lieutenant-admiral, around 1852 lithograph, oval: 37.x 47 cm Done from Life by F. Waanders, publ. by F. Waanders in The Hague district H no. 207

Lithographic press Simonau & Toovey, Brussels MMPH 597; Van Soomeren 1003 collection: Rotterdam, Maritiem Museum “Prins Hendrik” 72. Photograph of Prince Hendrik as lieutenant-admiral around

collection: The Hague, Bureau Maritieme Historie van de Marinestaf 75. Th. G. T. Victor baron de Constant Rebeque (1803–1858) View of Madeira, 1848 pencil: 16 x 24 cm marked: Funchal 1848

from: sketchbook E-ON-10 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief Chief of staff of Prince Alexander, who accompanied the Prince to Madeira. Later aide-de-camp to King Willem III

74. F. A. Breuhaus de Groot (1824-1872) The first regatta of the Koninklijke Nederlandsche Yachtclub, on 10 June 1846 in Rotterdam pencil and watercolor: 51 × 32 cm unsigned A 3692; cf. Van Stolk 7434 and 7435 collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

A lithograph was made after this drawing by C. W. Mieling; cf. Muller 7113

75. J. F. Schütz (1817-1888) Regatta of the Koninklijke Nederlandsche Yacht-Club, 2 October 1847, on the roadstead of Vlissingen canvas, oil: 77.5 × 111 cm signed: on the leeboard of the gaff-rigged boat: J. F. Schütz, 1847

MMPH-P 1984 collection: Rotterdam, Maritiem Museum “Prins Hendrik” 76. Ch. Rochussen (1814-1894)

Sailing regatta held by the Koninklijke Nederlandsche Yacht-Club in Dordrecht on 10 June 1848 panel, oil: 47 × 28.5 cm (daylight aperture) P 1776 signed: lower right Dordrecht - 10 Junij 1848 - CR collection: Rotterdam, Maritiem Museum “Prins Hendrik”

77. J. Hilverdink (1813-1902) First regatta of the Nederlandsche Zeilen Roeivereeniging in Amsterdam on 13 September 1848 pen and brush in color: 35.8 × 50.8 cm signed: lower left Hilverdink ’48 collection: Amsterdam, Gemeente Archief 78. F. Hablitschek (1824-1867)

View of the Koninklijke Nederlandsche Yacht-Club in Rotterdam, which was put into use in 1851 engraving: 11.2 × 16.6 cm After L. Rohbock, published by G. G. Lange in Darmstadt, with the caption “Rotterdam. Yachtclub” P 180-18 collection: Rotterdam, Maritiem Museum “Prins Hendrik” 79. Henri Havard

The arrival of King Willem III at the Yacht Club building, 21 May 1874 woodcut: cf. no. 33 from: “Gedenkschriften van de Feesten in Mei 1874 ter gelegenheid van het vijf en twintigjarig jubilé der inhuldiging van Z.M. Koning Willem III”, by Joh. Gram with plates

after sketches by Henri Havard, Arnhem, D. A. Thieme 1874

(plate 8) collection: Rotterdam, Gemeentelijke Archiefdienst 80. Photograph of Prince Hendrik as lieutenant-admiral, around 1860, with a telescope under his arm collection: The Hague, Gemeente Archief 81 a and b. Two porcelain plates depicting

castle Berg, purchased in 1843 by King Willem II as a private domain.

Manufactured by the Senz porcelain factory in Echternach; part of a series of plates and dishes, depicting various town and landscape views in Luxembourg collection: H.M. the Queen 82. Smeeton Tilly Engraving of the statue of Princess Amalia in Luxembourg, unveiled on 30 October 1876, four years after the Princess’s death

The sculptor was Ch. Petre (1828–1907), originally from Metz collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 83. Bust of Prince Hendrik as lieutenant-admiral around

biscuit porcelain: height 20 cm no. A 1023 collection: Delft, Oranje-Nassau Museum 84. Anonymous, 19th century Prince Hendrik as lieutenant-admiral around 1878 lithograph, oval: 32.5 × 26.5 cm lith. S. Lankhout & Co., The Hague, published by H. C. Susan CHzn

signed: J. J. M. A 2002 (7a) collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

85. Anonymous, 19th century Princess Maria of Prussia around 1878 lithograph, oval: 32.5 × 26.5 cm lith. S. Lankhout & Co., The Hague,

published by H. C. Susan CHzn signed: J. J. M. A 2002 (7b) collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

86. P. J. Arendzen (active late 19th, early 20th century) Prince Hendrik as lieutenant-admiral around 1870 engraving, oval: 53 × 36.5 cm P. J. Arendzen fec. published by C. van Bentum in Utrecht, without rim text MMPH 598; Van Soomeren 1006 collection: Rotterdam, Maritiem Museum “Prins Hendrik” In the festive issue, 5 October 1875, of the “Luxemburger

Wort” (Rijksmuseum “Nederlands Scheepvaart Museum”) the following is stated about this portrait: épreuve d’artiste sur papier de Chine 60 francs, épreuve avant la lettre sur papier de Chine 40 francs, épreuve avec la lettre sur papier de Chine francs, épreuve avec la lettre sur papier blanc - 12 francs

87. P. A. Schipperus (1840-1929)

The funeral of Prince Hendrik, 1879: 1. Paleis Wolferdingen; 2. Chapel ardente in the castle with the catafalque of Prince Hendrik; 3. study room of the Prince engraving: 25.6 × 17.9 cm signed: With permission of H.K.H. Princess Hendrik sketched on the spot and drawn on wood by P. A. Schipperus collection: The Hague, Gemeente Archief 88. Letter from Prince Hendrik to L. count van Bylandt, President of the commission for the liquidation of the estate of King Willem II, 15 August 1849 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

89. J. W. A. Hilverdink (1809-1864) Prince Hendrik pays a visit on 19 July 1853 to an exhibition on shipping and shipbuilding, organized by the Nederlandsche Zeilen Roeivereeniging, in the concert hall of Amsterdam’s “Felix Meritis” drawing: 39 × 57 cm signed: lower right 1853 J. W. A. Hilverdink fecit Van Stolk 7913 collection: Rotterdam, Stichting Atlas van Stolk 90. Opening of the Suez Canal. “Blessing the Canal at Port

Saïd, in presence of the Imperial and Royal Visitors” engraving, illustration from: “The Illustrated London News”, 11 December 1869, pp. 588 and 589

collection: The Hague, Koninklijk Huis Archief 91. “Entrée des Souverains dans le Canal de Suez à Port Said” lithograph Ciceri & Morel Fatio; publ. Lemercier & Compagnie, Paris, after E. Riou (1833-1900) collection: Virginia, Newport News, Mariners Museum 92. Poster of the Stoomvaart Maatschappij “Zeeland”, around 1880

Netherlands-England, day and night service via Vlissingen Queenboro mail route Vlissingen - Folkestone night service collection: Amsterdam, Stedelijke Musea 93. L. Donker (19th century)

The steamships “Prinses Amalia” and “Voorwaarts”, both put into service by the Stoomvaart Maatschappij “Nederland” 1874, under steam in rough sea

canvas, oil: 60 × 90 cm signed: L. Donker A 2732 collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

94. Photograph of the Dutch Trading Establishment in Port Said, built 1874-1876 at the expense of Prince Hendrik collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

95. Homage of the Stoomvaart Maatschappij “Nederland” to the honorary chairman Prince Hendrik of the Netherlands, 1874 medal, bronze: by J. Elion (1842–1893) Zwierzin 248 collection: The Hague, Koninklijk Kabinet van Munten, Penningen en Gesneden Stenen

96. Photograph of the first building of the Prins Hendrik Stichting, opened on 7 October 1875 collection: Egmond aan Zee, Prins Hendrik Stichting 97. The common room of the Prins Hendrik Stichting **engraving after drawing: by E. S. Witkamp (1854-1897) from: Eigen Haard, 1893, p. 761**

97. J. Braakensiek (born 1858) Prins Hendrik Stichting 1889

“Oh! my old mates would also like to get in, but… the Gentlemen say there is no money for that yet: - Isn’t there a remedy for that?” engraving: marked lower left Joh. Braakensiek, right Walter Made for a fundraising campaign, which was necessary to build an extra floor on the first building collection: Egmond aan Zee, Prins Hendrik Stichting 99. Photograph of the second building of the Prins Hendrik Stichting,

put into use on 8 July 1895 collection: Egmond aan Zee, Prins Hendrik Stichting 100. Three residents of the Prins Hendrik Stichting, photograph from the archive of the Prins Hendrik Stichting in Egmond aan Zee 101. Photograph of the third building of the Prins Hendrik Stichting, opened on 15 February 1937

collection: Egmond aan Zee, Prins Hendrik Stichting 102. Photograph of the “museum” or the great hall of the present-day Prins Hendrik Stichting 103. Bow and stern of the ship of the line “De Zeeuw” half-model, M 147 from the collection of Prince Hendrik collection: Rotterdam, Maritiem Museum “Prins Hendrik”

104. H. Speeleveldt (early 19th century) H.M. frigate “Rijn” sawn through on the slipway of the construction yard for the Navy in Vlissingen, 1826

watercolor: 31.3 × 41 cm signed: lower left H. Speeleveldt fecit 1826

S 1277 collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum”

105. A. van Beest (1820-1860) H.M. corvette “Jason”, 1843 pencil drawing 44 × 63.2 cm (sheet 8) from: “Schets-teekeningen van zeereizen van Prins Hendrik door A. van Beest, 1845”

KHA E-A1.61 (cf. no 51-56) collection: H.M. the Queen, The Hague, Koninklijk Huis Archief 106. C. W. Eckersberg (1783-1853)

The ship of the line “Asow” at anchor near Elsinore, 1829 watercolor (?): 63 × 51 cm signed: E. 1828 collection: Copenhagen, Statens Museum for Kunst

(see: Henrik Bramsen, Danish Marine Painters, Copenhagen 1962, Burmeister & Wain, p. 21)

107. Anonymous (19th century) The funeral of H.R.H. Prince Hendrik of the Netherlands, 25 January 1879

colored lithograph: 44 × 57 cm Emrik & Binger, publ. A. Akkeringa, Amsterdam

Muller 7520A collection: Amsterdam, Rijksmuseum “Nederlands Scheepvaart Museum” 108. Photograph of Princess Maria in mourning dress around 1880 collection: H.M. the Queen, The Hague, Koninklijk Huis Archief

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1841 Vlissingen-Lisbon-Madeira-Den Helder 1842 Vlissingen-Elsinore-Kronstadt-Vlissingen.

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1846: Vlissingen-Gibraltar-Malta-Genoa-Malta-Cadiz-Vlissingen.

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Footnotes